

(ESTABLISHED 1881.)

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Intimations.

X
SPECIAL OFFER FOR TEN DAYS
ONLY.

ONLY.
THE BURLINGTON,
2, PEDDER'S STREET.

ARE SELLING regardless OF COST,
TAILOR-MADE COSTUMES, DRESS SHIRTS,
BLOUSES, BLOUSE LENGTHS, DRESS
MATERIALS, CHIFFONS, FANCY
and DRESSING COMUS, &c.

A Large Assortment of FRENCH HAND-
MADE UNDER-CLOTHING, and varied
styles of CORSETS at

25 % BELOW COST PRICES.

OUR SPECIAL MILLINERY OFFER.
All our imported MODEL HATS and TOQUES
to be cleared at astonishingly low prices.

Great Bargains in LADIES' SMART AMERICAN
CAN BOOTS and SHOES.

All we ask is for Ladies to call, inspect and
judge for themselves.

Hongkong, 17th March, 1906. [36]



COALS.

BUSSAN KAISHA
 (Limited & Co.)

—YOKOHAMA, TOKYO.
 4, LIME STREET, E.C.
 —PRINCE'S BUILDINGS, ICE HOUSE STREET.

R OFFICES:
Bombay, Singapore, Sonrabaya, Manila, Amoy,
Hong Kong, Port Arthur, Seoul, Chemulpo, Yokohama,
Shanghai, Kobe, Osaka, Tokyo, Hongkong.

TATSUI" (A.B.C. and A 1 Codes).

Imperial Japanese Navy and Arsenal and the Steam
Industrial Works; Home and Foreign Mail a
Milke, Tagawa, Yamano and Ida Coal Mines; a
Hongo, Hondo, Ichinara, Kanada, Mameda, Mannou
Minamoto, Yoshio, Yonokibara and other Coals.
S. MINAMI, Manager. Hongkong.

TATTOOER,
ROAD CENTRAL.

rs are open from 9 A.M. all day. My 32 years' ex
guarantee of good work and prompt execution. M
complex and produce a charming effect not attain
known to me. H. R. H. The Duke of York, a
sured me with their patronage; besides many othe
guaranteed as attested by 3,700 Recomm
ces.

155

Hotels.

NG HOTEL

AND, UP-TO-DATE,
dinner on Saturday Nights.
H. HAYNES,
Manager. (2)

near the TRAM TERMINUS, Tel. 56.
Apply to the
MANAGER.

T AND THE BEST BILLIARDS

TO THE
N HOTEL
WLOON. J. W. OSBORNE,
Proprietor and Manager.

IGHT HOTEL. Telephone
No. 170
NGKONG.

COMMERCIAL HOTEL, situated near the BARR
's and in the MAIN STREET.

furnished.
 Flush Water Lavatories.
 Excellent Cuisine and Wines.
 Under European Management.
 Service for Guests.

MACAO HOTEL
MACAO, CHINA,
 IN THE CENTRE OF THE PRAIA GRANDE

EXPERIENCED EUROPEAN-MANAGEMENT

CONVENIENCE FOR RESIDENTS AND

Wm. FARMER, Proprietor.

TIN TING.
LATEST METHODS OF DENTIST
STUDIO AT NO. 14, D'AGUIAR STREET,
REASONABLE FEES.
Consultation Free.
Hongkong, 10th July, 1904.

Journal of Management Studies, 36(7), 809–824.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM," 2,363 tons Captain H. D. Jones.
 "POWAN," 2,338 " W. A. Valentine.
 "FATSHAN," 2,260 " R. D. Thomas.
 "HANKOW," 3,073 " C. V. Lloyd.
 "KINSHAN," 1,995 " J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).
 Departures from CANTON to HONGKONG daily at 8.30 A.M., 3 P.M. and 5.30 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN," 1,998 tons Captain G. F. Morrison, R.N.R.
 Departures from Hongkong to Macao on week days at 2 P.M. Departures on Sundays at Noon.
 Departures from Macao to Hongkong daily at 8 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN," 219 tons Captain T. Hamlin.
 This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 tons Captain J. Wilcox.
 "NANNING," 569 " C. Butchart.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M. calling at Yunkai, Mahning, Kumchuk, Kau-Kong, Samshui, Howlik, Shui-Hing, Luk-Po, Luk-To, Lo-Ting-Hau, Tak-Hing, Doshing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.

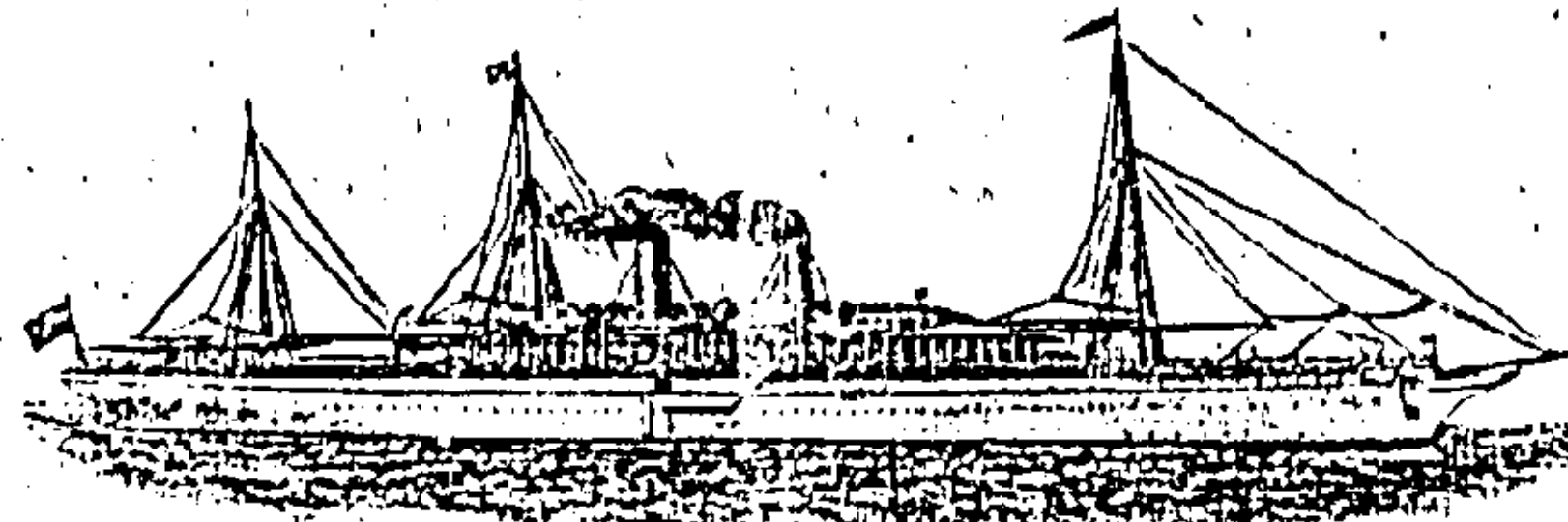
FARES:—Canton to Wuchow Single \$15.00. Return \$25.00.
 Canton to Tak Hing Single \$12.50. Return \$21.00.
 Canton to Samshui Single \$7.50.

The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.

Further particulars may be obtained at the Office of the—
 HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,
 Hotel Mansions, (First Floor) opposite the Hongkong Hotel,
 Or of BUTTERFIELD & SWIRE,
 Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 13th February, 1906.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



Luxury—Speed—Punctuality.

The only Line that maintains a Regular Schedule Service of 12 Days across the Pacific is the "Empress Line." Saving 3 to 7 Days Ocean Trial.

12 Days YOKOHAMA to VANCOUVER. 21 Days HONGKONG to VANCOUVER.

PROPOSED SAILINGS.

(Subject to Alteration).

R.M.S.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
"EMPERESS OF CHINA"	5,000	WEDNESDAY, Mar. 28	April 18
"ATHENIAN"	2,440	WEDNESDAY, April 11	May 5
"EMPERESS OF INDIA"	6,000	WEDNESDAY, April 18	May 9
"MONTEAGLE"	5,500	WEDNESDAY, May 2	May 26
"EMPERESS OF JAPAN"	6,000	WEDNESDAY, May 9	May 30
"TARTAR"	4,425	WEDNESDAY, May 23	June 16

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, VICTORIA, connecting at VANCOUVER with the COMPANY'S PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Hongkong to London, 1st Class 1st St. Lawrence £60. VIA New York £62.
 Hongkong to London, Intermediate on Steamer, and 1st Class Rail £40. " £42.

R.M.S. "MONTEAGLE," "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to

Hongkong, 14th March, 1906. Corner Pedder Street and Praya, opposite Black Pier. [3]

HAMBURG-AMERIKA LINIE.

OSTASIATISCHER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SAXONIA	HAVRE and HAMBURG.	24th March } Freight.
Sachs	(Calling at SPORE, PENANG & COLOMBO)	
SILESIA	HAVRE and HAMBURG.	31st March } Freight and
Sable	(Calling at SPORE, PENANG & COLOMBO)	
SCANDIA	HAVRE, BREMEN and HAMBURG.	13th April } Freight and
v. Döhrren	(Calling at SPORE, PENANG & COLOMBO)	
SENEGAMBIA	HAVRE and HAMBURG.	21st April } Freight.
Peter	(Calling at SPORE, PENANG & COLOMBO)	
SEGOVIA	HAVRE and HAMBURG.	5th May } Freight.
Schönfeld	(Calling at SPORE, PENANG & COLOMBO)	
C. FERD. LAEISZ	HAVRE and HAMBURG.	16th May } Freight.
Meyerdiercks	(Calling at SPORE, PENANG & COLOMBO)	
VANDALIA	NEW YORK.	About middle } Freight.
Haaso	(Calling at SPORE, PENANG & COLOMBO)	

* Special attention of intending Passengers is drawn to the splendid accommodation of this steamer. Saloon and cabins amply lighted throughout by Electricity.

Duly qualified Doctors are carried.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,
 HONGKONG OFFICE,
 King's Buildings.

Hongkong, 20th March, 1906.

Mails.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR

SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA.

ANTWERP, BREMEN/HAMBURG.

Steamers will also call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

Taking Cargo on Through Bills of Lading for all European, North and South American Ports.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
HAYERN	WEDNESDAY, 28th March.
PRINZ REGENT LUITPOLD	WEDNESDAY, 11th April.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 25th April.
SACHSEN	WEDNESDAY, 9th May.
PRINZ HEINRICH	WEDNESDAY, 23rd May.
ROON	WEDNESDAY, 6th June.
PREUSSEN	WEDNESDAY, 20th June.
ZIETEN	WEDNESDAY, 4th July.
GNEISENAU	WEDNESDAY, 18th July.
BAYERN	WEDNESDAY, 1st August.
PRINZ REGENT LUITPOLD	WEDNESDAY, 15th August.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 29th August.
SACHSEN	WEDNESDAY, 12th September.

ON WEDNESDAY, the 28th day of March, 1906, at Noon, the Steamship BAYERN, Capt. Formes, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 26th instant, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 27th instant, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 27th instant.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardsesses.

Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class
TO NAPLES, GENOA & GIBRALTAR	£61. 0. 0.	£42. 0. 0.	£22. 0. 0.
Return	91. 0. 0.	63. 0. 0.	33. 0. 0.
TO SOUTHAMPTON, LONDON, BREMEN and HAMBURG	65. 0. 0.	44. 0. 0.	24. 0. 0.
Return	97. 0. 0.	66. 0. 0.	36. 0. 0.
TO NEW YORK VIA SUEZ:			
VIA NAPLES, GENOA OR GIBRALTAR	64. 0. 0.	44. 0. 0.	26. 0. 0.
Return	115. 0. 0.	79. 0. 0.	47. 0. 0.
VIA BREMEN OR SOUTHAMPTON	68. 0. 0.	46. 0. 0.	27. 0. 0.
Return	123. 0. 0.	83. 0. 0.	49. 0. 0.

In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar and travelling to Bremen or Southampton overland the SAME RATES to be APPLIED AS VIA NAPLES, GENOA OR GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's expense.

TOUR VIA INDIA:

Passengers have the option of using a Steamer of the British India S. N. Co. from SINGAPORE to CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is however not included.

Interruption of the Voyage in Egypt:

Passengers to Europe, and New York are entitled to travel by the N. D. L. Mediterranean Steamers from Alexandria to Naples or Marseilles instead of using an Imperial Mail Steamer from Port Said.

JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR MANILA, SIMPSONHAFEN, FRIEDRICH-WILHELMSHAFEN, HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to alteration).

STEAMERS.	TONS.	SAILING DATES.
PRINZ WALDEMAR	3,227	TUESDAY, 3rd April.
PRINZ SIGISMUND	3,302	TUESDAY, 1st May.
WILLEHAD	4,763	TUESDAY, 29th May.

ON TUESDAY, the 3rd April, 1906, at Noon, the Steamship PRINZ WALDEMAR, Capt. C. Woltemas, with Mails, Passengers and Cargo, will leave this port as above.

The steamer has splendid accommodation and carries a Doctor and a Stewardess.

Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class
TO MANILA	\$50.00	\$30.00	\$20.00
Return	\$80.00	\$50.00	\$30.00
TO NEW GUINEA	\$28.00	\$18.10	\$14.00
Return	\$42.00	\$27.15	\$21.00
TO BRISBANE	\$30.00	\$20.00	\$14.00
Return	\$54.00	\$36.00	\$28.00
TO SYDNEY	\$33.00	\$23.00	\$15.00
Return	\$59.00	\$41.00	\$31.00
TO MELBOURNE	\$34.10	\$24.10	\$16.00
Return	\$62.50	\$44.50	\$32.00
TO YOKOHAMA	\$80.00	\$50.00	\$40.00
Return	\$120.00	\$75.00	\$60.00
TO KOBE	\$95.00	\$70.00	\$50.00
Return	\$170.00	\$120.00	\$90.00
TO YOKOHAMA & back from KOBE to HONGKONG	\$140.00	\$100.00	\$80.00

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class
TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail Steamer	£97. 0. 0.
TO EUROPE VIA AUSTRALIA AND AMERICA	96. 0. 0.

From Australia to New York via Vancouver by the C. P. R. Co.'s steamers, or via San Francisco by the O. S. S. Co.'s Steamers, and from New York to Europe by the magnificent express steamers of N. D. L.

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE.

FOR STEAMERS ABOUT:

SHANGHAI, NAGASAKI, PRINZ EITEL FRIEDRICH WEDNESDAY, 28th March.
 KOBE & YOKOHAMA
 SHANGHAI, NAGASAKI, SACHSEN WEDNESDAY, 11th April.
 KOBE & YOKOHAMA
 YOKOHAMA & KOBE PRINZ SIGISMUND WEDNESDAY, 11th April.
 * Reaching Yokohama in less than 6 days.

TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG.

VIA VANCOUVER OR SAN FRANCISCO TO NEW YORK by the C. P. R. Co.'s steamers, P. M. S. Co., O. & O. S. S. Co., T. K. K. and from NEW YORK TO EUROPE by the Magnificent Express steamers of the Norddeutscher Lloyd are issued at the following rates:

	1st Class
TO LONDON VIA PLYMOUTH OR SOUTHAMPTON	£62. 0. 0.
TO BREMEN	63. 10. 0.
TO PARIS VIA CHERBOURG	65. 0. 0.
TO NAPLES, GENOA VIA GIBRALTAR	65. 0. 0.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,
 AGENTS.

Hongkong, 15th March, 1906.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 80.5 ft.; bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

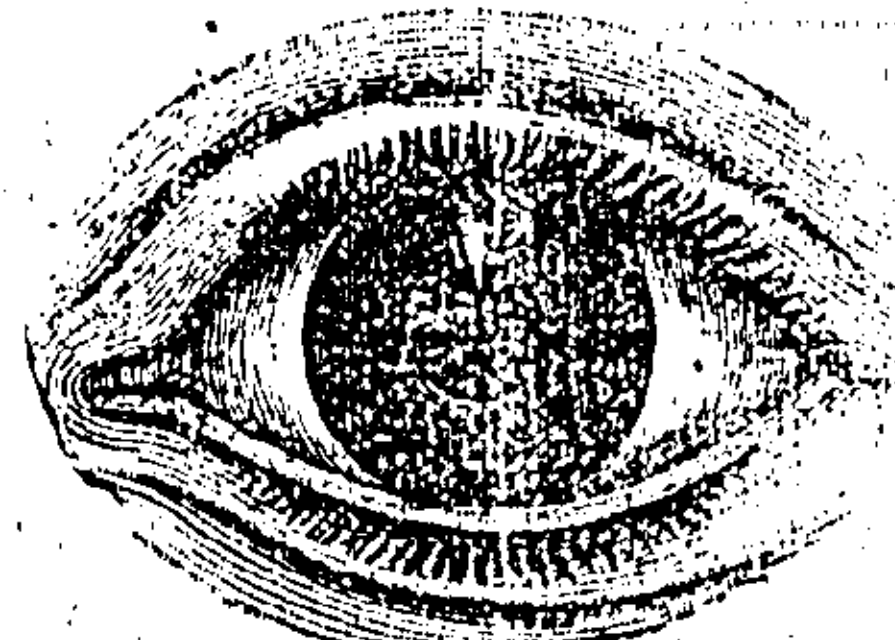
Telephone: Nos. 378, 508, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Ed.
 Liebers, Rootes, A. I. and Watkins.

Yokohama, May 23rd, 1905.

[39]

EYES



RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,
 3, FEDDER STREET, HONGKONG.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.
 Ask, or write, for Illustrated Booklet on "Defective Sight"—free.
 LONDON, CALCUTTA, SHANGHAI,
 21, John Street, Bedford Row, W.C. 59, Bentinck Street 566, Nanking Road.
 Hongkong, 27th November, 1905. [48]

WEST RIVER BRITISH STEAMSHIP CO.

HONGKONG-KONGMOON AND KAUKONG LINES.

S.S. "TAK HING."
 SAILS every SUNDAY, TUESDAY, and THURSDAY, at 7 P.M., for the above Ports.
 THE ROUND TRIP OCCUPIES ONLY 36 HOURS.

HONGKONG-WUCHOW LINE.

S.S. "LINTAN" and S.S. "SAN-UI."
 SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 54 DAYS.
 THE steamers sail from HONGKONG to SAMSHUI, SHUIHING, TAKHING and WUCHOW. They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.

Fare for the Round Trip \$30
 These steamers have Excellent Saloon Accommodation, and are lighted by Electricity.
 For further information, apply to—

BUTTERFIELD & SWIRE,
 AGENTS,
 WEST RIVER BRITISH S.S. CO.,
 HONGKONG.

Hongkong, 23rd December, 1905.

[14]

JAVA-CHINA-JAPAN LINE.

REGULAR THREE-WEEKLY SERVICE
 BETWEEN
 JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJILATJAP...	JAPAN	Second half March	JAVA PORTS	Second half March
TJIMAH...	JAPAN	First half April	JAVA PORTS	First half April
TJILIWONG...	JAVA	First half April	JAPAN VIA SHANGHAI	Second half April
TJIPANAS ...	JAPAN	Second half April	JAVA PORTS	First half May

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to
 THE HEAD AGENCY
 OF THE
 JAVA-CHINA-JAPAN LIJN.

Telephone No. 375,
 YORK BUILDINGS, 1st Floor.
 Hongkong, 17th March, 1906.

[15]

KWONG SANG & Co.,
 No. 70, WELLINGTON STREET.

GENERAL DRAPERS, MANUFACTURERS and DEALERS in Ladies', and Children's Underwear, Silk, Pongee, Grass-cloth, Fancy and Piece Goods, &c.
 Latest style of Ladies' Blouses and Gentlemen's Shirts made to order.
 TRIAL ORDER SOLICITED.
 Hongkong, 1st February, 1906. [180]

THE HONGKONG STUDIO,
 HIGHER CLASS PHOTOGRAPHER,
 41 & 43, QUEEN'S ROAD CENTRAL,
 TOP FLOOR.

PORTRAITS, GROUPS and ENLARGING and COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS ON HAND.

PRICE VERY MODERATE.
 Hongkong, 15th September, 1905. [65]

FOR SALE.

INCANDESCENT
 GASOLINE
 LAMPS

OF ALL DESCRIPTIONS,
 from the best makers.

INCANDESCENT
 MANTLES,
 CHIMNEYS,
 GLOBES,
 SHADES, &c.,
 for
 GASOLINE AND GAS
 LAMPS

at the most moderate
 prices.

Lamps fixed up for
 Buyers free of charge.

Naphtha of the best
 kind kept in stock.

TAI KWONG CO.,
 56, Lyndhurst Terrace.

Hongkong, 2nd May, 1904. [59]

Intimation.

**WM. POWELL,
LTD.,**
ALEXANDRA BUILDINGS.
JUST RECEIVED.

**DAINTY
DRESS
FABRICS**
for
**SPRING & SUMMER
GOWNS.**

**LATEST
PRODUCTIONS.**

FANCY MUSLINS,
FIGURED MUSLINS,
SPOT MUSLINS,
PRINTED MUSLINS,
CHECK MUSLINS,
25 cts. to \$1.25 per yard.

**COLOURED
DRESS
LINENS,**
(all pure Flax)
—Everlasting Wear—

in
**PALE BLUE,
BUTCHER BLUE,
NAVY BLUE,
GREEN AND FAWN,**
75c. per yard.

**PRINTED
VOILES AND
NAINSOOKS,
GRASS
ZEPHYRS,
MERCERISED
LAWNS,
FRENCH
DELAINES,**
&c., &c., &c.,
AT MODERATE PRICES.

**FIRST-CLASS
DRESS-MAKING**
At very Reasonable Charges.

Wm. POWELL, Ltd.,
HONGKONG.

Hongkong, 20th March 1906.

Intimations.

THE GREEN ISLAND CEMENT COM-
PANY, LIMITED.

NOTICE OF MEETING.

NOTICE is hereby given that an EXTRA-
ORDINARY GENERAL MEETING
of the GREEN ISLAND CEMENT COM-
PANY, LIMITED, will be held at the Office of the
Company, St. George's Building, Clarendon Road,
Victoria, Hongkong, on SATURDAY, the 24th
day of March, 1906, at 11.30 o'clock A.M.,
when the following Resolution which was
passed at an Extraordinary General Meeting
held on 7th March, 1906, will be submitted for
confirmation as a Special Resolution.

RESOLUTION.

"That the Capital of the Company be in-
creased to \$2,000,000 by the creation and
issue of 50,000 New Shares of \$10 each,
fully paid up, to be offered at par and if
accepted to be allotted to the persons
constituting the shareholders of the
Company according to the Company's
register of shareholders on the first day
of July, 1906, in the proportion of one
new share for every three old shares in
the Company held by the respective
shareholders thereof, the amount payable
on each of such new shares to be paid
on the 31st day of July, 1906, and that
failing such allotment as aforesaid the
said new shares be disposed of by the
General Managers in accordance with
the Company's Articles of Association."

SHEWAN, TOMES & Co.,
General Managers,
Green Island Cement Co., Ltd.
Hongkong, 7th March, 1906. [324]

LUZON SUGAR REFINING COMPANY,
LIMITED.

NOTICE.

THE TWENTY-FOURTH ORDINARY
ANNUAL MEETING of the SHARE-
HOLDERS of the Company will be held at
the Office of the General Agents, on SATUR-
DAY, the 31st March, at Noon, for the pur-
pose of receiving the Report and Statement of
Accounts to 31st December, 1905.

The TRANSFER BOOKS of the Company
will be CLOSED from the 18th to 31st March,
both days inclusive.

JARDINE, MATHESON & Co.,
General Agents.
Hongkong, 14th March, 1906. [349]

THE NATIONAL BANK OF CHINA,
LIMITED.

NOTICE is hereby given that the FIF-
TEENTH ORDINARY ANNUAL
GENERAL MEETING of the NATIONAL
BANK OF CHINA, LIMITED, will be held at
the Bank's premises, Queen's Road, Victoria,
Hongkong, on SATURDAY, the 14th April, at
Noon, for the purposes following, namely:

To receive and consider statement of ac-
counts and balance sheet to 31st December
1905, the reports of the Directors and Audi-
tors thereon, to elect Auditors and transact
the ordinary business of the Company.
The TRANSFER BOOKS and REGISTER
OF MEMBERS of the Company will be
CLOSED from the 31st day of March to 14th
April, 1906, both days inclusive.

By Order, G. C. MOXON,
Managing Director.
Hongkong, 15th March, 1906. [351]

HARBOR MASTER'S DEPARTMENT.

INFORMATION has been received from
the Military Authorities that GUN PRAC-
TICE will be carried out as under:—

On THURSDAY, 22nd March:—
From High West in a Westerly direction,
at ranges up to 8,000 yards, com-
mencing on conclusion of practice
from Pinewood (about 3.30 P.M.) and
finishing at 5 P.M.

On MONDAY, 26th March:—
From Bea Vista on to Mount Collison and
Tyman Bay, at ranges up to 8,000
yards, commencing at 10 A.M., and
finishing at 1 P.M.

If the weather is unfavourable on either of
the above dates, Practice will take place on the
following day.

All ships, junks and other vessels are to
keep clear of the ranges.
L. BARNES-LAWRENCE,
Captain, R.N.,
Harbour Master, &c.
Hongkong, 15th March, 1906. [358]

F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS,
NAVAL CONTRACTORS
AND GENERAL COMMISSION
AGENTS.

GROUND FLOOR,
ST. GEORGE'S BUILDING,
HONGKONG.

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR
HARTMANN'S RAHTJEN'S GENUINE
COMPOSITION RED HAND
BRAND, HARTMANN'S GREY PAINT,
DAIMLER'S PATENT MOTOR
LAUNCHES.

&c., &c., &c.
Sole Agents for
VERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUOR SCOTCH
WHISKY, &c.
EVERY KIND OF
SHIPS STORES AND REQUISITES
ALWAYS IN STOCK

REASONABLE PRICES.
Hongkong, 7th March, 1906. [352]

THE PERILS OF JOURNALISM
AT HARBIN.

As we announced telegraphically last week
Colonel Artemieff, Mr. Veroshkin, and Mr.
Tchernikofsky have disappeared from Harbin
and their newspaper, the *Novi Krai*, has been
stopped from publication.

It is supposed, says the *N. C. D. News*,
that the three men in question, all well-
known journalists, have been arrested and
put out of the way. These gentlemen, well-
known in Shanghai, were all on the staff
of the *Novi Krai* in Port Arthur, went through
the siege, and only left when the town was in
the hands of the Japanese. They then came
to Shanghai, where they remained for some
months, Mr. Veroshkin proceeding to Harbin
to continue the printing and publishing of the
Novi Krai in that town.

Colonel Artemieff, himself proprietor of the
paper, who stayed at the Hotel des Colonies
whilst here, undertook some very interesting
negotiations for the Russian Government with
regard to one of the Shanghai newspapers.
Telegrams passed to and fro, but nothing was
definitely concluded.

Colonel Artemieff went to St. Petersburg
about the end of May 1905. There he had
audience of the Czar, and after a time returned
to Harbin, where the *Novi Krai* was still
appearing.

Mr. Tchernikofsky, at one time on the staff
of the Port Arthur paper, and afterwards
telegraphic correspondent of the *Russkoe
Slovo* of Moscow, also spent some months
in Shanghai on leaving Port Arthur; he also,
after the battle of the Tausima Straits, returned
to Russia, and thence rejoined his old chief,
Colonel Artemieff in Harbin. Now, on ac-
count of telegrams relating, it is said, to affairs
at Vladivostok, these three men have mys-
teriously disappeared. Where are they?

MILLIONS OF IRON CROSSES,
HEWN BY NATURE, FOUND
IN SANDS OF NEW MEXICO.

The miners of our Southwest, in their lonely
journeys over the desert, see many strange
sights and meet with many strange adventures.
All the folk tales and all the romance and mys-
tery that have kindled the Anglo-Saxon
imagination in past generations came from the
forests or else from the wide stretches of the
sea. Robin Hood and Captain Kidd are the
jolliest old fellows in our calendar. But the
romance of Western America does not borrow
its charm from the dim recesses of moss-hung
oaks or the airy invitation of wind-swept seas.
The Land of Little Rain lies open, bare, naked
to the sun and the eye of the beholder. Those
that cross its glittering expanse on the rushing,
dust-infested trains name it "The Country God
Forgot," where even the Almighty could not
be expected to find anything that was good or
beautiful or a credit to his fair creation. The
people that live in it find out differently. The
Indians and miners and prospectors who
burrow in its canyons and know its "resting
springs" and can tell its wells of poisoned water
from those giving life and refreshment, learn
that the bare, hard face of the landscape hides
many allurements, and the seekers after gold
in its grim defiles sometimes find gold, some-
times find death, but all find many secrets of
nature in the wilderness.

News of one of the strangest discoveries
that has ever come out of the Southwestern
country was brought to San Francisco re-
cently by a modest, plain-spoken miner who,
while prospecting for gold in New Mexico,
stumbled upon a ledge thousands of feet in
length of the strangest formation in his ex-
perience. Millions and millions of ironlike
crosses, each harder than quartz, almost as
hard, in fact, as a topaz, were strewn through-
out the softer substance of the ledge like shells
among the gravel of a seashore. The ledge
itself, which is nothing remarkable, being a
mica schist, is harder than the rock imbed-
ding it, and the latter has worn away, leav-
ing the ledge exposed in some places to the
height of ten or twelve feet. The ledge,
which is set nearly upright between the
inclining rocks and which descends to an
unknown depth, is nearly twenty feet in
width, and was followed along by the pros-
pector in one or two places for an unbroken
run of 1,000 feet. Imbedded in its substance
countless myriads of cross stones, dark
brown, almost black in color, and hard as
steel, make up more than half the substance
of the ledge.

Attracted by the novelty of his find, Mr.
Woods, the miner discovering this shoal of
Grecian crosses, all nature's handiwork, sent
a few of the perfect specimens to a scientist in
the East. The scientist, after a few weeks, sent
back his learned opinion. He seems not to
have been informed that the crosses were pre-
sented in countless multitudes, nor even that
they were the work of nature. With a few
dozen of the perfect specimens before him, and
all the Ateek history and tradition to draw on,
his solution of the enigma was that the crosses
were the remains from prehistoric insig-
nals, etc., of the cliff dwellers, or from the more
advanced civilization of Old Mexico. If his
solution were right the subjects of the Mon-
teizuma for several million years had nothing
better to do than to manufacture crosses from
an exceedingly hard material for the robes, etc.,
of their priests. The pyramids are a
clumsy, passing snowman, and the Chinese
wall is but an elongated fake compared with
the monumental labours of the Atecs, if these
shoals of double crystals are the work of
human hands. —R.

Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions
to sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
TO-MORROW,
the 22nd March, 1906, at 11 A.M., at their
Sales Rooms, No. 8, Des Vaux Road,
corner of Ice House Street,
**SUNDRY CLOTHING, TRAVELLING
BAGS AND TRUNKS, &c., &c.**
—ALSO—
2 IRON SAFES and 3 BICYCLES.
TERMS:—As usual.

HUGHES & HOUGH,
Auctioneers.
Hongkong, 21st March, 1906. [371]

PUBLIC AUCTION.

THE Undersigned have received instructions
from the Official Receiver in Bankruptcy,
to sell by

PUBLIC AUCTION,
TO-MORROW,
(THURSDAY), SATURDAY, AND
TUESDAY,

the 22nd, 24th and 27th March, 1906, com-
mencing each day at 2.30 P.M. sharp
respectively, at their Sales Rooms, No. 8,
Des Vaux Road, corner of Ice House Street,

A FINE COLLECTION OF
OLD PEKIN CURIOS.
Comprising:—

Kanghi and Yung Ching VASES, BOWLS,
WALL PLATES, TEA CUPS, SNUFF
BOTTLES, JADESTONE EARRINGS and
ORNAMENTS, &c., &c.

—ALSO—
A Quantity of BLACKWOOD FURNITURE.

One IRON SAFE, by Versteaen, Paris.
Catalogues will be issued.

TERMS:—As usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, 21st March, 1906. [355]

PUBLIC AUCTION.

THE Undersigned have received instructions
to sell by

PUBLIC AUCTION:
FOR ACCOUNT OF THE CONCERNED,
on

SATURDAY,
the 24th March, 1906, at Noon, at the Hong-
kong and Kowloon Wharf and Godown
Company's premises, the following:

Ex S.S. "OANFA,"
W. Y. T. & Co., 1,752 pcs. ROUGH LUMBER;
AND

Ex S.S. "TELEMACHUS,"
W. Y. T. & Co., 2,798 pcs. ROUGH LUMBER.

TERMS:—As usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, 9th March 1906. [335]

PUBLIC AUCTION.

THE undersigned have received instructions,
from the Registrar, Supreme Court,
to sell by

PUBLIC AUCTION,
ON

WEDNESDAY,
the 28th March, 1906, commencing at 2.30 P.M.,
at No. 4, Seymour Road,

THE GOODS AND CHATELLETS OF
CHAU TUNG SANG,

THE WHOLE OF HIS
VALUABLE HOUSEHOLD FURNITURE,

Comprising:—
MARBLE-TOP HATSTAND with GLASS,
CUT-GLASS MIRRORS, MOROCCO
COVERED DINING ROOM SUITE,
TEAKWOOD OVERMANTLES with
GLASS, BOOK-CASES, WHATNOTS,
TEAKWOOD EXTENSION DINING
TABLES, CHEST-OF-DRAWERS, MAR-
BLE-TOP TABLES, TEA TABLES, Double
and Single IRON BEDSTEPS with WIRE
MATTRESSES, &c., &c., &c.

—ALSO—
A large quantity of CHINESE BLACK-
WOOD FURNITURE.

AND ON
FRIDAY,

the 30th March, 1906, at 2.10 P.M., at
"Glenside,"

THE GOODS AND CHATELLETS OF
CHAU TUNG SANG,

Comprising:—
BUILDERS and IRONMONGERY, Brass
Work of Superior Quality, Comprising:—
BARREL, FLUSH, and ESPAGNO-
LETTE BOLTS, CASEMENT STAYS,
CARIN HOOKS, HINGES and BOLTS,
REIN and MORTISE LOCKS, FINGER
PLATES and ELECTRIC BELL PUSHES
and GALVANIZED IRON WORK, com-
prising:—BOLTS, HINGES and BUTTS.

Catalogues will be issued,
TERMS:—As usual.

HUGHES & HOUGH,
Government Auctioneers.
Hongkong, 20th March, 1906. [364]

NOTICE.

THE SALE BY AUCTION OF ALMA-
BATU KAWAN AND PRYE ES-
TATES stands postponed to a future date, of
which the notice will be given.

KENNEDY & Co., Auctioneers.
A. A. ANTHONY & Co.,
Penang, 16th February, 1906. [376]

NOTICE.

THE Public are hereby informed that no
change has been made in the Rates of
Subscription to the *Hongkong Telegraph* and
they are warned against paying more than
THE CRUISE (10 cts.) per Single Copy.

THE MANAGER,
Hongkong Telegraph Co., Ltd.
Hongkong, 20th September, 1905.

To Let.

TO LET.

"HAYTOR," THE PEAK.
Immediate Possession.
Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, 17th March, 1906. [393]

TO LET.

OFFICES in KING'S BUILDING and YORK
BUILDING.
GODOWNS on PRAYA EAST.
A BUILDING at CAUSEWAY BAY,
formerly in occupation of the Steam
Laundry Co., Ltd.
A HOUSE in CLIFTON GARDENS, Con-
duit Road.
A HOUSE in WONG NEI CHONG ROAD.
A HOUSE in RIFON TERRACE.
FLATS in MORETON TERRACE.

Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, 28th February, 1906. [72]

TO LET.

NO. 15, KNUITSFORD TERRACE,
KOWLOON.
Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, 30th December, 1905. [74]

TO LET.

GODOWN No. 3, NEW PRAYA, Kennedy
Town.
Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, 27th June, 1905. [75]

TO LET.

(FROM JUNE, 1906).
NO. 2, ANTRIM VILLAS, Des Vaux
Road, Kowloon. A Five-Roomed House.
Apply to—
HUGHES & HOUGH,
8, Des Vaux Road.
Hongkong, 10th March, 1906. [339]

TO LET.

OFFICES on the Second Floor of No. 1,
QUEEN'S BUILDINGS, facing the Praya
and the Queen's Statue, lately vacated by
the Union Insurance Society of Canton, Limited,
to whom please apply for particulars.
Hongkong, 6th March, 1906. [316]

TO LET.

TWO GODOWNS at East Point, close to
the Water, suitable for the storage of
any Cargo.
Floor Area 6,100 square feet each.
Apply to—
JARDINE, MATHESON & Co.
Hongkong, 20th January, 1906. [147]

TO LET.

NO. 5, SEYMOUR TERRACE. Five-
roomed House. Moderate Rental.
Apply to—
WONG KAM FUK,
Hongkong and Kowloon Wharf and
Godown Co.
Hongkong, 9th March, 1906. [332]

Hotels.

KING EDWARD
HOTEL.

A HIGH CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA-ROOMS.

PRIVATE BAR and BILLIARD-ROOMS.

HOT and COLD WATER throughout.

ELECTRICALLY LIGHTED. ELECTRIC FANS
(if required).

ELECTRIC PASSENGER ELEVATOR to each
floor.

TABLE D'HOTE at separate tables.

For Terms, &c., apply to the—
MANAGER.

Hongkong, 4th December, 1905. [30]

OCCIDENTAL
HOTEL.

EXCELLENT CUISINE.

MODERATE PRICES.

ELECTRIC FANS
TO ORDER IN
EVERY ROOM.

EUROPEAN MANAGEMENT,
ELGIN ROAD, KOWLOON.
Hongkong, 19th May, 1904. [28]

ORIENTAL HOTEL,
MACAO.

A FIRST CLASS HOTEL situated in the
Centre of Praya Grande with splendid
view of the Harbour.

LARGE AND LOFTY ROOMS,
Elegantly Furnished.

EXCELLENT CUISINE.

WINE AND SPIRITS of the best quality.

BILLIARD TABLE, the best in the Far East.

EVERY COMFORT FOR RESIDENTS AND
TOURISTS.
For Terms, &c., apply to—
THE MANAGER.
Macao, 16th October, 1905. [49]

Intimations.



THE POPULAR
SCOTCH
IS
"BLACK & WHITE"



JAMES BUCHANAN & CO.

SCOTCH WHISKY DISTILLERS.

By Appointment to

H. M. THE KING

and

HRH the PRINCE of WALES

Supplied at all the LEADING CLUBS
and HOTELS, and to be obtained from
the principal Stores. [52]

TUBORG BEER.

A FIRST CLASS PILSENER BEER
guaranteed free from Salicylic Acid,
and any other Chemicals.

PRICE \$10.50 per case of 48 bottles (quarts)
or 6 doz. pints.

Special Prices for Quantities.

Sole Agents:—

SIEMSEN & CO.

Hongkong, 10th January, 1905. [62]

THE WINE GROWERS
SUPPLY CO.

BARRETTO & Co.,

General Agents, Hongkong.

WHITE WINES.

Graves \$7.00 Per Dozen Quarts.

BOTTLED BY

JULES MERMAN & CIE, BORDEAUX.

Graves \$10.00 Per Dozen Quarts.

Sauternes 10.00 " "

Chateau d'Arche 20.00 " "

BOTTLED BY

EMMEL, DESPUJOL FILS & FICQ,

BORDEAUX.

Barsac \$14.00 Per Dozen Quarts.

Sauternes 20.00 " "

Chateau Guiraud 29.00 " "

BARRETTO & Co.,

Agents,

No. 22 & 24, Bank Buildings,

Queen's Road Central,

Hongkong, 12th June, 1905. [53]

Intimations.



A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

CHEMISTS BY APPOINTMENT

TO

HIS EXCELLENCY THE GOVERNOR.

HYGIENOL

(REGISTERED).

A POWERFUL
DISINFECTANT,
GERMICIDE
DEODORISER
CHEAP
HARMLESS
EFFECTIVE.

A. S. WATSON & CO.,
LIMITED,

ALEXANDRA BUILDINGS,

Hongkong, 3rd March, 1906.

\$16.00

WILL BUY A CASE

OR

GREGOR & CO.'S

IMPERIAL

HIGHLAND

WHISKY.

NOT ONE OF THE BEST,

BUT

THE BEST!

GREGOR & Co.,

19, QUEEN'S ROAD CENTRAL.

Hongkong, 15th June, 1906.

NOTICE.

All communications intended for publication in "The HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Ice House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).

DAILY—\$80 per annum.

WEEKLY—\$18 per annum.

The rates per quarter and per month, proportionally.

The daily issue is delivered free when the address is accessible to messenger. On top of sent by post an additional \$1.80 per quarter is charged for postage.

The postage on the weekly issue to any part of the world is 30 cents per quarter.

Single Copies, Daily, ten cents; Weekly, twenty five cents.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, MARCH 21, 1906.

CHINESE EXCLUSION.

The subject of the Chinese exclusion regulations still continues to exercise the responsible American officials in the States. From San Francisco exchanges to hand this morning we are informed that Secretary Metcalf has approved the report of a committee recommending many changes in the regulations hitherto prescribed by the department for the enforcement of the Chinese exclusion act. The law forbids the entrance of Chinese labourers, skilled or unskilled. We are told that nobody asks that non-labourers be excluded. Nobody desires that non-labourers be subjected to any annoyance. There is no wish to subject labourers entitled under the law to enter to any unnecessary humiliation. It is the opinion of a writer in the *S. F. Chronicle* that experience, however, has shown that with the coolie class the utmost vigilance is required if the law is to be enforced. There are Chinese who go to the States, whose appearance indicates plainly enough that they are non-labourers, and whose passports need not be severely scrutinized. It is this class who should not be subjected to annoyances and indignities upon landing on American soil.

LOCAL AND GENERAL.

His Excellency the Governor will be at home at Government House on Friday, the 23rd inst., from 4.30 to 6.30 p.m.

THE I. C. S. *Taiyang*, which arrived at Shanghai from River ports last week, reported having passed a German steamer ashore at Grosvenor Island on the 11th instant.

INFORMATION has been received from the Consul for France at Hongkong to the effect that Hongkong has been declared an infected port by the Government of Indo-China.

THE first association football match to be played by H.M.S. *King Alfred* took place on the Naval ground, when they played the *Andromeda*. The game ended in a draw of two all.

THE Chinese Engineering and Mining Company's output of the Company's three mines for the week ending 3rd March amounted to 14,165.75 tons and the sales during the period to 11,954.86 tons.

A HOCKEY match was played yesterday afternoon between the gun-room officers of the *Andromeda* and the Club. The *Andromeda* played a smart game, defeating the Club by four to nil. The Club played a man short and their backs were a trifle weak.

THE four chair coolies from the Peak, who were charged recently by Inspector Dymond with being members of the Triad Society, were brought up on remand yesterday for sentences. Mr. F. A. Hazeland sentenced the defendants to three months' hard labour each.

LIEUT. Robert S. Roy, latterly serving in the *Psyche* on the Australian Station, has been appointed to the command of the shallow draught river gunboat *Nightingale*, which was recently sent out to China in sections. The *Nightingale* has a displacement of 85 tons, a speed of 9 knots, and an armament of two 6 pounders and four 45 Maxims.

QWING to the frequent occurrence of missionary cases and the consequent exorbitant indemnities which China has had to pay, the Waiwupu has wired special instructions to the Authorities of the different provinces, to assess the value of all the missionary properties in their respective jurisdiction and make up a list of some for the information of the Peking Government. This list is to be amended from time to time, according to the increase or decrease of the mission properties, and these amendments must also be reported.

A BANDAGED head on one coolie, a coloured left eye on another, and a swollen mouth on a third, were souvenirs of a fight between two gangs of coolies at Lai-chi-kok yesterday. Spades, crow-bars, fighting-irons, etc., were brought into Court as the weapons used in the fight. There has been several fights recently between two gangs of coolies at Lai-chi-kok over the rights of a certain path, and as no satisfactory conclusion can be arrived at by the parties concerned, they prefer to "have it out" on the least provocation. Six of the men were charged with assault this morning. They were fined \$7 each, and bound over in the sum of \$100 to be of good conduct for one year.

THE s.s. *Fatshan* came out of dock this morning and will resume her trips to Canton tonight.

A CHINESE died of plague to-day, at 54, Macdonnell Road. This makes the 70th case for the year.

THE result of the examination in Scottish history held recently is as follows:—Seniors—1st, Miss Nan Rodger; 2nd, Miss Margaret J. Rodger. Juniors—1st, Miss Joan Rodger.

A GYMKHANA will take place on the Polo Ground, at 2.30 p.m. on Saturday, the 24th inst. As the officers of the Army and Navy are the hosts, we are requested to state that no invitations will be necessary for their families.

THE following have been chosen to play for the Club versus H.M.S. *Rambler*, at Happy Valley, to-morrow: kick off 5 p.m. Goal:—C. C. Hickling; backs:—E. Humphreys, G. E. Morrell; half backs:—H. C. Gray, F. C. Hall, A. N. Other; forwards:—W. H. Williams, R. Miller, W. E. Leckie, R. Whitmore, and A. Mead.

"A FRIEND told me that I would have to wait three days before I could get the licence from the Registrar-General; and as that is a long time I thought I might as well go out and make some money," said a hawker at the Magistracy this morning. His Worship informed the defendant that he will have to wait for the licence before he could hawk pork. Fined \$2.

By kind permission of Lt.-Col. Aitken and Officers, the Band of the 19th Infantry will play the following programme of music at the King Edward Hotel, during dinner, on Thursday, the 22nd March, weather permitting:—March:—"A Cavalry Ride".....Upton Overture:—"La Fugue de Rosenberg".....Walter Waltz:—"Blanche".....Margis Selection:—"The Song of the Gull".....Guiffrey Song:—"Thoughts and Tears".....Temple Piccolo Solo:—"Merriment".....Wood God Save the King.

IN connection with the stranding of the E. and A. steamer *Australian*, in Torres Strait, Messrs. Gibbs, Bright, and Co. have received a telegram from Thursday Island, says the *Sydney Telegraph* of 21st ult., stating that a preliminary inquiry into the mishap has been held, the result being that Captain McArthur has been exonerated from all blame. The mishap is attributed to abnormal currents in Princess Charlotte Bay, Captain McArthur being supported in this connection by two Torres Straits pilots and also two shipmasters.

"HE said I was looking at him too hard, and that was why he tried to stab me. I ran away and he threw a saucer at me," said a defendant in an assault case this morning. Defendant it was stated wanted to borrow forty cents from the complainant and as it was not forthcoming, defendant contented himself with looking at the complainant. Probably to hypnotise him! He knew nothing about assaulting the complainant. Mr. Hazeland fined the defendant \$15, and bound him over in the sum of \$100 to be of good conduct for one year.

THE air to-day has been thick with the fumes of gunpowder, but this has been occasioned by the recognition of the principles of international courtesy, and as Admiral visited Admiral, and received the return call, the guns of their nations' vessels in port boomed forth the salutes due to their rank. As the Japanese fleet is due to-morrow, we may expect to hear much booming in the harbour during the next week, as France and Germany visit Japan and England, and Japan and England return the courtesies. It will be a gala week for the "boys in blue".

THE Commonwealth Government has now arrived at another decision in regard to the despatch of Messrs. Leven and Sinclair as Commercial Agents to the East. It is intended to send Mr. Sinclair to Japan and Mr. Leven to China, for a period of three years, at salaries of £750 per annum, together with travelling expenses. On the eve of the departure for New Zealand of Mr. Swinburne, Minister for Agriculture, the announcement was made that Mr. Leven, son of the member for the Barrow, had been appointed Commercial Agent to the East. A few days later, after Mr. Swinburne had left, the Premier stated that Mr. Sinclair was to receive a similar appointment. There was some public outcry, and Mr. Bent then stated that the Government had decided to appoint these two Commercial Agents only for one year, instead of three, and that Mr. Sinclair should go to South Africa. Mr. Swinburne returned to Melbourne on the 20th ult., and after the Cabinet meeting the above announcement was made.

MURDER, ARSON AND ROBBERY

EXTRADITION CASE.

Three rough-looking Chinamen figured in the dock before Mr. C. A. D. Melbourne, at the Magistracy this morning, for examination. They were charged with committing murder, arson and armed robbery within the jurisdiction of China.

Mr. A. C. Holborow, of Messrs. Deacon, Looker and Deacon, appeared for the defendants.

The offences were alleged to have been committed in the Sha-po village, Sun On district, in the Kwangtung province, on September 28, 1905. At the time in question relations were strained between two clans. Over some trifling affair the crisis arrived, and a fight commenced. Both gangs were armed. The gang, to which the three prisoners belonged, was stated to have been victorious. They killed two men and a woman and four or five children. When the defeated gang had fled they looted the houses and finished in settling fire to fourteen buildings. They left the country afterwards. The three prisoners were captured in the Colony.

The case was adjourned for a week.

CHINA SUGAR REFINING CO., LD.

CONTENTED SHAREHOLDERS ASSEMBLED.

The annual meeting of the China Sugar Refining Company, Ltd., was held in the offices of the general managers, Messrs. Jardine, Matheson & Co., at noon to-day, the Hon. Mr. C. W. Dickinson presiding. Among those present were Sir Paul Chater, C.M.G., and Messrs. A. G. Wood, directors, J. Barton, secretary; J. R. Michael, Thos. Arnold, A. Rodger, A. G. Stokes, B. Layton, T. S. Forrest, E. W. Rutter, A. Denison, W. H. Gaskell, J. Dickie, J. H. Underwood, J. Y. V. Vernon, G. T. Veitch, Ho Fook, Ho Kom Tong, Lo Cheung Shiu, Fok Yim, and Ho Wing.

The Chairman said—I propose if you have no objection to take the report and accounts as read. The result of working as disclosed by these accounts is to be attributed to our having large stocks of cheap raw sugar to deal with during the greater part of the year, and has been attained in face of a steady decline in the market, which in December had reached a level exceeding the most pessimistic forecasts. In January 1905 the price of beet sugar was more than double what was current a year previously, the rise being due to extensive speculation induced by an expected shortage in the crop, which on the basis of consumption during 1904 pointed to the probability of supplies being insufficient. This expectation proved, however, to be erroneous, consumption being checked by the high level of prices established, and when to this was added the knowledge that an increased area was being put under beet cultivation, holders showed eagerness to realize, with the result that values steadily declined, leading to the failure and suicide of a large speculator in Paris, which completely disorganized the market and drove prices to a point below what is generally supposed to be the average cost of production. As I have already mentioned we had a considerable quantity of low-priced raw, and moreover we had the good fortune when prices were about their highest to make somewhat extensive forward sales of refined sugars, the producing of which, coupled with other orders, employed the refineries for the greater part of the year, but during the last few months we found it necessary to curtail output, demand in all quarters being slack, as was to be expected when one considers the situation in Europe, which I have endeavoured to outline. This curtailment of production and stagnation in markets naturally led to an accumulation of our stock, and accounts for the largeness of the amount which appears in the balance sheet under the head of raw and refined sugar. Raw sugar in this item stands at cost, and refined has been taken over at prices which it is expected will be realized. When I state that our deliveries during the year totalled approximately 75% of what they were in 1904, which was a record year, it will be evident to you that margins on sales were altogether exceptional. The necessity of buying well ahead of our requirements has been frequently mentioned to you. It is to forward purchases that the profits of the last two years, aggregating over 130% of the company's capital, are in the main attributable, but you have to recognize that your business is thus a highly speculative one and must be prepared at times to look upon the reverse side of the picture. That is the case to-day, our forward commitments being at prices considerably in excess of current values, and we are thus compelled to provide a large sum for the purpose of reducing the cost of these purchases so that the present year may not be unduly handicapped. This provision of \$850,000 will reduce cost to figure which on recent sales of refined allow normal margins of profit, but you will of course appreciate that it is impossible to say whether this will continue to be the position, all depending upon the market conditions when these forward sugars come to be dealt with. As to the other items in the balance sheet, the larger proportion of \$10,517.65 against "Spirits and Rum" represents casks in store, and \$29,179.17 the value of "stocks of charcoal," coal and other stores. You will observe from the other side that of the sum of \$150,000 set aside last year \$63,870.15 has been expended on repairs and renewals.

With regard to the present outlook, I am sorry to say that at the moment demand for refined is not what we would like to see it, but some improvement in this respect may reasonably be looked for very soon. I see no cause to view the situation other than hopefully. The proposal to distribute a bonus to the European staff, I feel confident you will endorse. It is a matter entirely in your own hands. I now move that the report and accounts as presented be adopted and passed.

Mr. Gaskell said: I have much pleasure in seconding the adoption of the accounts, and from the remarks I have heard from the Chairman I think those present will agree that the writing down of the raw sugar commitments to a comparatively safe level should benefit the company financially. The company would not have been able to apportion its profits had it not been wisely managed during the past year. He trusted that he would see the same writing down commitments in the Company as he had seen in the past year.

The motion was unanimously carried. Sir Paul Chater and Mr. A. G. Wood were re-elected members of the consulting committee. Messrs. T. Arnold and W. H. Potts were re-appointed auditors on the motion of the Chairman, seconded by Mr. Denison.

The Chairman: That concludes the business. Dividend warrants will be ready to-morrow morning.

UNDER the new organisation of the Royal Garrison Artillery, the following establishments have been fixed for that arm in Far Eastern garrisons:—Singapore, 19 officers and 330 of other ranks in two companies; South China (Hongkong), 31 officers and 684 of other ranks in three companies; and North China, 2 officers and 50 of other ranks in detachment. The Legation Guard at Peking is affiliated to No. 1 Depot.

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THE ELECTRIC TRAMWAYS.

A PAYING UNDERTAKING.

At the general meeting, on the 15th ult., of the Yangtze Valley Company, the Chairman, referring to the balance-sheet, said their holding in Hongkong Tramway Company now amounted to 96,800 fully-paid shares of £1 each out of an issued capital of £325,000. To the end of December last the average receipts per week for the year of the tramways were \$5,151, and for the first six weeks of the present year they had averaged \$6,242 per week. In view of the steady increase in the receipts of the Hongkong and the Singapore tramways, the board looked hopefully to the future, expecting in due course to obtain satisfactory dividends on their shares in those undertakings. Both the tramways were in British Colonies, and should be materially benefited by the development of trade in the East, and the opening up of the resources of neighbouring territories.

THE WEATHER.

The following report is from Mr. F. G. Figg, First Assistant of the Hongkong Observatory:—On the 21st at 12.15 p. The barometer has risen quickly over the E. coast of China, the depression having moved Eastwards into the Yellow Sea last evening.

Pressure now appears to be relatively high over N. China.

Strong N.E. winds will probably set in again over the Formosa Channel during the next 24 hours. Light to moderate variable winds are indicated over the China Sea. The fog along the coast will probably disappear by to-morrow.

Forecast:—Variable winds, light to moderate foggy, some rain.

The returns from Japan are lacking.

1 Depot.

ADMIRAL NOEL'S EXPERIENCE.

AMUSEMENT FOR THE MILLION.

Admiral Sir Gerard U. Noel, who has just gone home, will not readily forget his last experience in Hongkong. One way or another "Gerry," as his sailors called him—which is strictly against Service rules, because under Navy regulations one is not supposed to give a nickname even to the gunroom cat—had a good many curious experiences in the Far East; he was nearly killed in an automobile in Bangkok, he was three-quarters dead when rescued from the kind attention of his friends in Manila, and the memory of Japan will be with him as long as he lives. But these were events that were exciting and agreeable. In Hongkong it was another story. Just before he resigned his command, the Admiral thought he would have a last look at the dock which is being built by Messrs. Punchard, Lowther & Co. for the Admiralty. A very proper thing no doubt; but the event proved anything but happy. The Admiral and his staff, besides several dock officials, marched solemnly round the dock, poked at this corner and chivvied inquisitive coolies off another, gingerly trying one plank before they stepped off the other, and generally showing that what they did not know of docks was useless knowledge. Now, it should be remarked that Admiral Noel is regarded as one of the leading strategists in the Navy; he has also a big reputation as a tactician. He used to lead the China Fleet a merry dance round Mrs. Bay, and brought the Fleet into first-class order. But there are some things which even an Admiral does not know, and Admiral Noel is not strong on geological formations. The tour of inspection had ended, and the party returned to terra firma—at least that was the Admiral's intention. Crossing half a dozen planks, the staff and officials moved by devious routes to land. Here was a chance for the strategist to prove his calibre. The Admiral took the high road while the others took the low road, the Admiral hoping that he would be clear of the dock before them. He was, but not in the way he had expected. There was a two-foot jump from the last coping stone to the "solid" earth. There is a quotation which goes—"Oh, that this too, too solid flesh would melt, Thaw and resolve itself into a dew." If the word "earth" is substituted for "flesh" then the simile is exact in this case. The Admiral saw what he had thought was a fine solid piece of mother earth. It was yellow and smooth, flattened out like a pancake, an ideal landing place. The Admiral jumped. Next minute he was up to the armpits in fine, viscous, sticky, odoriferous mud. It was the only mud hole in the yard, and the Admiral discovered it first time. The staff tried to look shocked and nearly choked; two European foremen had a fit, and having nearly burst a blood-vessel rose and violently kicked a wheelbarrow into the dock; one man wept silently, at least the tears rolled down his cheeks; and it was several minutes before the company could rush to the aid of the Admiral, on account of their emotion. But the Service had vindicated itself; there had been no lack of decorum. A poor coolie, who thought the pantomime had returned, guffawed hoarsely. Silently and swiftly a European workman flung him into the imitation reservoir on the ground. The coolie is still wondering why he was treated to a free bath in these droughy times. The naval officers may be slim, but they are all muscle, and they heaved the Admiral ashore in a jiffy; he was jerked out of the mud like the cork out of a bottle—there was the same "plunk" and "pop" as he left the greasy swamp. The Admiral had been epic and span when he came to the dock; now it was difficult to say which was the Admiral and which was the tail of a khaki-coloured merman. A consultation was held and the remedy decided upon. The engineer ran for the fire hose and the Admiral spun round as a jet of water hit him; he kept on spinning as the water struck him sideways, and at length he was clean. Now we know why there is a scarcity of water in Hongkong. The Admiral was made presentable, and that is about all that could be said of his appearance. This being all the business, the dock inspection now ended.

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Forecast:—Variable winds, light to moderate foggy, some rain.

The returns from Japan are lacking.

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FRENCH MAIL DAMAGED.

PROPELLER USELESS.

ANOTHER SHIP FOR THE DOCKS.

An accident occurred to the French mail s.s. *Armand Behic*, on her arrival in port yesterday, which has necessitated the postponement of her departure northward, indefinitely. It appears that as she was nearing her moorings, going slow in some way as yet unexplained, her stern came in collision with a water-boat, each vessel sustaining serious damage. The propeller of the *Armand Behic* cut a hole in the side of the water-boat, while a blade of the propeller itself was knocked all askew. It was found impossible for the mail boat to continue her voyage in her damaged condition, and arrangements were at once made for docking her here, in order to ascertain the full extent of the damage sustained and effect the necessary repairs to her propeller.

CORRESPONDENCE.

[We do not necessarily endorse the opinions expressed by Correspondents in this column.]

THE CHINESE FEELING AGAINST THE VICEROY.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

SIR,—Being recently a passenger on the s.s. *Hankow*, I had occasion to listen to a lengthy address by a Chinese who is in the habit of presenting the truth of Confucius to the first-class Chinese passengers. I was interested to hear what the speaker had to say in regard to the Viceroy, whose name he openly mentioned, and declared that he ought to be degraded. Certainly China is awakening, and the Chinese with it. Twenty or even ten years ago, no one would have dared to criticise the Chief Magistrate of the Two Provinces in this open and fearless way. It is one thing to criticise some one in the newspapers incognito and another thing to do so before a large concourse of Chinese passengers, which shows that the people of China are unwilling to remain silent any longer against any injustice that may be perpetrated by the officials, indeed the gentry and the people have it in their power to remove any of the lower bad officials that may be sent to rule over them, if they accuse them to the highest officials. In this case they have gone one step further, and even accused the highest official, and it will remain to be seen who will win in this present controversy between the Viceroy and the people, but the signs of the times show that the latter will be the victors, for the Chinese have learned their power and from henceforth will use it.—Yours, etc.,

OCCASIONAL.

Hongkong, 21st March, 1906.

CROSS-SUMMONS FOR ASSAULT.

EUROPEAN POLICEMAN FINED.

Before Mr. F. A. Hazeland, at the Police Court this afternoon, Police-constable Jones summoned Chan Kam Sing, coxswain of the P. and O. launch *Jeannette*, for causing an obstruction at Blake Pier on March 10th, by making fast the launch to the pier for thirty minutes. The master of the launch cross-summoned P.C. Jones for assault.

Inspector Gourlay prosecuted, and Mr. H. J. Gedge (of Messrs. Johnston, Stokes and Master) appeared for the Chinaman.

TELEGRAMS.

[Reuter's.]

The Japanese Famine.

The Lord Mayor of Melbourne has opened a Japanese famine fund, to which £1,300 has already been subscribed.

Great Britain and Japan.

The Corporation of London will entertain the Japanese sailors who are coming to England to man the battleships *Kashima* and *Ratori* at the Guildhall, and the Lord Mayor will entertain the officers at lunch at the Mansion House.

Japanese Minister to Russia.

Count Lamsdorff has given a banquet to Dr. Motono at which the British Chargé d'Affaires and other diplomats were present. The Tsar will receive the Ambassador without awaiting the arrival of his credentials.

Russia in Asia.

The correspondent of the *Telegraph* states that surveys for a line from Tashkent to Tomsk will begin in the spring.

The Strikers in France.

Four thousand six hundred strikers at the Courrières mine reject the concessions offered to them and are becoming disorderly.

The State of Poland.

Constant outrages and disorders are occurring in Poland. An armed mob attacked a prison in the centre of Warsaw and released the political prisoners. The warden of the prison and two others were killed. A passenger train was deliberately derailed, injuring five persons, and 120 lbs. of dynamite was discovered under a bridge.

SERVICE RIFLE COMPETITION.

Major Kelsall, R.A., hon. secretary of the China United Services Rifle Association, reports that the highest scores in yesterday's shooting for the rifle championship were as follows:—600 yards Mr. P. J. Wodehouse, Hongkong Police 32; Lt. Cpl. Williams, R.W.K., 31; Capt. J. D'Oyly, 31; Spr. A. Coyle, 31; S. M. Mitchell, R.W.K., 30. 800 yards Capt. J. D'Oyly, 34; Lt. Cpl. Ibbotson, 34; S. M. Mitchell, 31; Lt. Case Morris, 31; Lt. F. A. Maclean, 31.

A HONGKONG FIRM.

BIG OPPORTUNITIES FOR TRADE.

Among those who are interested in the yarn market the firm of Messrs. P. B. Pett and Co. is well known. An appreciation of their work appears in the *English Mail* of the 26th January, in which comment is made of the new institution founded by the firm, known as the "Petit India Commercial Intelligence Bureau." The quotation runs: "An institution calculated to do a great deal for India's commerce has lately come into being, under the title of Petit India Commercial Bureau. It is affiliated with the Commercial Intelligence Bureau, Ltd., of London, an organisation founded by Sir Robert Herbert, G.C.B., as the outcome of the report of the Departmental Committee appointed by the Board of Trade to inquire into and report upon the dissemination of commercial information; the report indicated the need of something between the Ministry of Commerce and the existing organisation of the Board of Trade to supplement the functions of state assistance by direct service suited to the varying requirements of the individual trader or distinguished from a service to the community in general. The Bureau does not limit itself to any fixed scheme of functions; for certain specific services it charges a fixed price, but it is quite ready to bring all at its resources and advantages to bear on the acquisition of any information which may be needed for development of any line of commerce. The original Bureau has been able to do such good work in England, where traders are in touch with every branch of international trade and where names of firms are known for their approximate value in the widest commercial circles, that its prospects in India are almost limitless. To the Indian merchant both home and foreign markets are only partially known; he has little commercial literature at hand to enlighten him, and many native firms of distinction and stability are often unknown in other commercial centres of the world—a fact which continually hampers business through want of the elasticity of credit secured by mutual confidence. The Petit India Commercial Intelligence Bureau is being equipped with all the resources of the Commercial Intelligence Bureau of London. At the outset it is under the personal direction of Mr. James Seyestre, the managing director of the parent Bureau, with the aid of trained assistants from the Head Office. It is to Mr. Phirozsha B. Petit that the Bureau owes its Indian *Avatar*. Mr. Phirozsha is the third son of Mr. Bomanjee Dinshaw Petit, who has himself done much for the improvement of Indian commerce. Obviously well conceived and well initiated as the enterprise is, the name of the managing agents is one which will begot more local confidence than anything else could. The Bureau does not, of course, trade on its own account. It only assists its clients in every possible way, and its usefulness, great as it may be expected to be from the start, will continually increase as it spreads all over India, becoming a sort of highly organised nerve system of commerce. It is hoped that it will be able to show its best possibilities quickly by receiving wide support from the mercantile community from the outset.

WARNING TO MARINERS.

AFTERMATH OF THE WAR.

MINES STILL ADRIFT.

The Hon. Captain Barnes-Lawrence, R.N., Harbour Master, has handed us a copy of the following telegram, received by him on Monday night from the Commissioner of the Chinese Imperial Maritime Customs at Amoy:—

"Drifting mine blew up fishing boat two miles east of Turnabout Island, (in the Foo-chow district) on the 9th inst." Such was the ionic message, which covers a dire menace to mercantile marine and other boats travelling in that direction, for the point two miles east of Turnabout Island, where this mine turned up, is, we find, directly in the beaten track of vessels. Of course this mine has now done its deadly work, but the hideous menace is not thereby annulled. For if one mine, why not two, and if two, why not more? It has come down so far, naturally it must have been drifting mines that come within its influence, in the same direction.

With the hope of being able to throw some further light on the possible extent of this threat, for the benefit of our readers, and especially mariners, a representative of the *Hongkong Telegraph* this morning called upon the Harbour Master, and asked his opinion of an occurrence which may yet be fraught with such dread sequel.

The Hon. Captain Barnes-Lawrence, said he was unable to say anything more than the telegram itself conveyed, but in view of the fact that this mine had got so far away south undetected, it would be most hazardous to accept it as just an isolated mine, and therefore he behaved mariners to be extra cautious when navigating these waters. That this mine could have travelled so far afield in the track of vessels was doubtless due to the fact that it had become weighted down by barnacles; was therefore probably only just level with the surface of the sea, by which it was washed, and was therefore unrecognizable, and, if seen at all, merely looked upon as some vessel's over-thrown wreck. But the existence of this mine pre-supposes the presence of others, for though the Chinese and Japanese contested the search for and remove, or destroy, the floating mines known to exist in the northern waters at the conclusion of the late Russo-Japanese War, the Japanese Government issued a warning to the world that a number of floating mines, known to have been set, had gone adrift and could not be traced. Subsequent to that notice we received, and published in these columns, numerous reports made by master mariners navigating the northern waters, of their having sighted floating mines adrift, which they had not the means at hand of destroying, and thus could only, in the alternative, warn other navigators of their presence, giving latitude and longitude at the time of sighting. At intervals reports were received of vessels having destroyed a casually-met-with mine, or of a mine having destroyed a casually-met-with vessel, but still it was generally accepted that there were yet some more to be accounted for. The telegram, quoted above, from Amoy accounts for one, but the very vexing question still remains to be satisfactorily answered: How many more may be floating, almost entirely submerged, in near-by waters? And under these circumstances the awful possibility stands forth, in bold relief, of one of these "dangers of the deep," though wrought by man, floating quietly into this harbour and blowing up, if not the flagships of our fleet, some of the other leviathan of the deep.

When peace was declared between the late belligerents, and maritime traffic began cautiously to resume the even tenor of its way, with the knowledge, reported officially, of the presence of a number of mines which had gone adrift, and which it was impossible to locate, it was suggested that the British fleet here should formulate an organization, composed of such vessels of the fleet as were available at the time for the work, as a squadron to go out and look for, remove and, or, destroy those mines, in order to clear these waters of this menace to international mercantile marine traffic, and, as we understood it at the time, some such plan was taken under consideration by the local Admiralty authorities, but with what result we were never able to ascertain. Nevertheless, that a floating mine should be found, at this late day, so far from the scene of the naval hostilities in the late war, is a grave reflection on those actually responsible for the removal of these menaces to the world's sea-borne trade, and to the lives of the thousands upon thousands who personally superintend and conduct it on the high seas.

THE CANTON LEPEERS.

BISHOP MERLE'S BENEVOLENT PLAN.

Father L. L. Conrady, who was the companion of Father Damien in his last days at the Hawaiian leper colony of Molokai, and who succeeded him in his work there, has arrived in New York to complete his plans for establishing leper colonies in China. He is a guest at the home of the Paulist Fathers. They are aiding him to get an addition to a fund subscribed in Belgium to carry on the work.

Father Conrady was born in Belgium, and began his labours as a priest in India. He first came to the United States early in the seventies, and for fourteen years laboured in Eastern Oregon among the Umatilla Indians and the few scattered white Catholics of that district. Then he heard of the needs and isolation of Father Damien, the Molokai martyr, and took passage to Hawaii. He spent eight years on the island, and attended Father Damien in his last illness. In 1896 he returned to Portland, Or., and entered a medical college, where, after a full course of four years, he was graduated.

After graduation he went to Canton, China, and put himself at the disposal of Bishop Chause, the vicar apostolic. The times, however, were not favourable for work among the lepers, as the country was disturbed by war. While an island close to Canton was available for a leper settlement, means were wanting to maintain even a small establishment there. The work has now been taken up by Bishop Merle, the incumbent, and Father Conrady is to have personal charge of the work. In speaking of his work to a *Tribune* reporter he said: "There are thousands of abandoned victims of this dread disease in the vicinity of Canton. I saw many wretched cases in Molokai, but the condition of the Chinese lepers is much worse and more appalling. When one learns that a leper can be housed, fed and given medical attention at a cost of 2½ cents a day it seems too bad that something has not already been done for them. I am willing to explain the Chinese situation to any who may be interested, either in private audience or in public lectures. I have secured the services of several sisters, members of a religious community, which is conducting two leper settlements in Japan, one in Birmatoo and one in Madagascar, the last having 800 inmates. It does not seem to me that in any other part of the world can the work of alleviating human suffering be carried on to greater advantage."

QUEENSLAND AGENT FOR THE EAST.

It is not improbable that, before the week is out, says the *Brisbane Telegraph* of 12th ult., the appointment of Mr. Jones as Government Commissioner for the Orient, by the Minister of Agriculture, will be confirmed by the Cabinet. The Premier has been notified by representative millers, tanners, colliery proprietors, timber merchants, boot and shirt manufacturers, and those interested in the many branches of our agricultural and pastoral industries, that the past two years' work of our commercial agent had been of considerable value; and that it was most desirable that the Queensland Government should continue to be officially represented in the Far Eastern markets. The great economic question of the day is not production, but distribution. The compass points to fat seasons ahead for Queensland, with large surplus supplies. We must prepare to find profitable outlets for an otherwise glutted local market; with a corresponding fall in values. It is the duty of the Government to blaze the track to the consumer, so that prices shall be maintained; and so that the farmer and the pastoralist, with allied interests, shall reap full benefit of the beneficent seasons. Eastern Asia, from and inclusive of the Straits Settlements, with their teeming millions, are the recognised great open markets of the world. The acute American, the persevering German, and the energetic Canadian, are hard at work in these fields securing business, and they acknowledge and appreciate the assistance of their consular and official trade agents.

Canada is spending large sums in advertising her products. Mr. Jones undoubtedly is a great advertiser. Recent files of American newspapers from Manila, in alluding to the decision of the United States Government to appoint six additional agents to boom trade, refer in laudatory terms to the work of our commissioner. "There is a business-like flavour about the methods of Mr. Frederic Jones, of Queensland," writes the *Cablenews* editor. The *Times* devotes a double column article concerning the ways of this victorious dealer, and *Daily Bulletin*, an exclusively commercial organ, says, "Our Queensland friends have a man in this part of the world whose work has been favourably commented upon in Manila, and who will undoubtedly get what he came after—increased trade and enlarged markets for Australian exports. What we want is not an ornamental chief of bureau, with office force and assistants enough to run a small Government, but a practical man, who will get results, and eliminate useless dignity and expensive technicalities. This is the crux of the question. The position is essentially one that can be properly filled only by an experienced commercial traveller. As was pointed out in a lengthy interview with a well known eastern trader, reported in our columns last month, Queensland has scored because her representative understood the idiosyncrasies of the buyer, and to use the language of "the road," played a "customer's game" all the time.

The Department of Agriculture reports £148,000 paid to southern Queensland farmers for cream in January. This is magnificent. Central Queensland is entering the market, and our northern tablelands also should be adding their quota. But Mr. Denham's policy, which has probably doubled the value of the agricultural holding during the past three years, must not stop at butter. There is a prodigious demand right through the China seas, for cheap jams. Federation virtually has killed that industry, in Queensland. The department should take right hold of this line, and by vigorous handling build up an export trade. With sufficient inducement, and the knowledge of a profitable outlet, our orchardists ought to supply the fruit requirements of the Philippines and China. For apples, grapes, mangoes, and all citrus varieties, satisfactory prices can be obtained. Japan wants wool, grain, hides, and the by-products of our slaughtering yards. Manila, with 20,000 white and 6,000 native troops, has to be fed entirely from the outside. Detachments from the navies of the world are continuously concentrated in the China seas, and successfully to tender for supplies requires a smart man on the spot to advise our traders. The eastern market for horses and mules is increasing; and it requires attention. The 500,000,000 of China are asking for flour, wheat, canned meats, leather, soap, candles, butter, cheese, bacois, milk, wines, lead, copper, timber, and the coal for the numberless small factories, distilleries, and for domestic use. If the expenditure of £16,000 per annum is a good and necessary thing to secure proper shipping facilities for our butter trade, then the £5,000 per annum which our colliery proprietors request as a subsidy thoroughly to test these markets, on the understanding that they return to the Government any profit made upon the first ventures, also should be a matter for deep consideration. We possess unlimited quantities of the dust coal used throughout China, and of which Shanghai alone annually imported one million tons. The Japanese supply is diminishing? and prices rule 40 per cent higher than three years ago. It would be a miserable meanness that stopped at venturing to tap this field. Success, if only for a third of the trade, would bring very acceptable work, not alone to the miners now engaged but for hundreds of others. This will be the third time the Queensland Government has entrusted our agent with this responsible and important business.

Later.

A Brisbane despatch, of 20th ult., says—Mr. Frederic Jones, the Queensland commercial agent for the East, will leave Brisbane on Friday for Melbourne, to interview Mr. Deakin on certain matters affecting trade in the East which are outside of State control. Mr. Jones will leave early next month for the East. The merchants here are paying Mr. Jones a subsidy of £1 for every £1 of salary paid him by the Queensland Government. This will bring his emoluments to about £2,000 per annum.

NEW "PUNCH" EDITOR.

SIR FRANCIS BURNAND RETIRES.

MR. OWEN SEAMAN APPOINTED HIS SUCCESSOR.

A change has taken place in the editorship of "Punch." Sir Francis Burnand has retired from the position he has so long occupied. His successor is Mr. Owen Seaman, the present assistant editor, who joined the staff in 1897.

The news of Sir Francis Burnand's resignation after a quarter of a century comes almost like a personal loss. Ever since he has been associated with it, Burnand and "Punch" have been almost synonymous.

Born some 70 years ago, Sir Francis is a Londoner. He was educated at Eton, where he distinguished himself for the smartness of his reports.

During the three years that he spent in Trinity College, Cambridge, he founded the Amateur Dramatic Club, and though he managed to take his degree, spent most of his time writing plays, rehearsing, and stage managing for the now famous A.D.C.

Like many journalists and writers contemporary with him, he began life as a barrister, but soon found that he could make more money by his pen, and he was fortunate enough to attract attention with almost the first thing at which he tried his penmanship.

EARLY BURLESQUES.

His burlesque of Douglas Jerrold's nautical drama, "Black-eyed Susan," became immediately popular, and had what was in those days the unprecedented run of 400 consecutive nights. If we except Mr. Gilbert, no other light dramatist has produced such an impression on that portion of the public which enjoys having a good laugh at honest-made wit.

"Villikins and His Dinah," "Paw Claudian," "Kilgore Dora," "Faust and Loose," have all testified both to the esteem in which he is held by his play-going friends, and to the inexhaustible fund of wit and good-tempered humor of the author.

Although it seems difficult to believe, Sir Francis sent a good many contributions to "Punch" before any of his little jokes were considered fit to take their place in its pages. The then editor, however, was entertaining an angel unaware, for since the publication of the "Caudle Curtain Lectures" no serial ever published in "Punch" met with the success of his "Happy Thoughts."

JOINS "PUNCH."

When Sir Francis joined the table he found Mark Lemon, Thackeray, Leech, Denham, Shirley Brooks, Tom Taylor, Leigh, Horace Mayhew, Chas. Keene, and George Du Maurier, the last two being recent additions.

The story of how he came to get on the staff has often been told by Sir Francis, who has said that it was really through "Fun," for which he used to contribute, not seeing his idea of a literary joke, that he was brought directly in connection with "Punch."

That idea was "Mokanna," a take-off of a successful novel of that day, and, piqued at the refusal of "Fun," Sir Francis offered it to Mark Lemon, who had an interview with him in a hansom cab, and agreed to publish the sketch, with cuts by Keene, Du Maurier, H. K. Browne, John Gilbert, and Millais, these artists caricaturing their own style.

This was in 1836, and in Sir Francis's own words, "It was attributed to Thackeray. The idea regularly caught on, and soon after that I joined the staff on which for a long time, owing to my youth, I was called 'The New Boy.'"

BECOMES EDITOR.

Sir Francis succeeded Tom Taylor in the editorial chair in 1880, and with regard to that enviable post he once said: "Through a post of honour, the life of the editor of a comic journal is not exactly a happy one, for many people seem to imagine that a joke has only to be made, and it becomes 'good enough for 'Punch.' The home of the feeble funny story lies in the water-paper basket of the 'Punch' office."

Sir Francis is credited with knowing almost every witty saying and joke under the sun. Oddly enough, the now famous advice "to people about to marry," came from a hitherto unknown contributor, and was seized upon with joy by the editor, who remunerated the author with the handsome figure of £2 for the line and a half.

HOW HE WORKS.

Sir Francis used to do a great deal of work at "the office" in Bouverie-st., but "when I want to be quiet," he stops at his home in the Boltons, Kensington, and in his study there tells away, "with no one to interrupt, not even the telephone." He also used to get through a lot of work in his charming Ramsgate house. The work on "Punch," he said a short time ago, had doubled itself during the last 20 years.

Sir Francis's knighthood, and the publication of his "Records and Reminiscences," are events of recent years; and the last thing with which his name has been prominently associated is his part-authorship of Drury Lane pantomime.

Sir Francis, who has a large family, and is even a grandfather, is a Roman Catholic in faith, and is fond of recalling that in his early youth he thought himself destined for the priesthood.

THE NEW EDITOR.

Mr. Owen Seaman, the new editor of "Punch," has often been called "A Prince of Parodists," that he must be tired of hearing it but he is certainly our most brilliant and cultured writer of parody, both in prose and verse, since Calverley or J. K. S.

Born in 1861, Mr. Owen Seaman was educated at Shrewsbury, where he was captain of the school in 1880, and at Clare College, Cambridge, where he was University Porson Prize man in 1888, and took first class in the classical Tripos the following year.

He left in 1884 to fill the post of master at Rossall, where he remained until he was appointed Professor of Literature at Durham College of Science in 1890. Before this he had published "Oedipus the Wreck," and "With Double Pipe," in 1888, but the real beginning of his literary reputation may be said to date from the time when he started writing for "Punch."

"THE LAY OF THE KIPPERLING." He was introduced to the notice of Sir Francis Burnand by Mr. R. C. Lehmann, with the result that in the issue of 13 Jan., 1894, there appeared Mr. Seaman's "Rhyme of the Kipperling." This was a delicious parody of Mr. Rudyard Kipling's "Rhyme of the Three Pealers," and the witty author became forthwith one of the most prolific of Mr. "Punch's" outside contributors.

Mr. Seaman was promoted to the regular staff in 1897, following on the death of Mr. E. J. Milliken, and in 1902 he was appointed to the assistant editorship.

Mr. Seaman, who was called to the Bar in 1891, is the author of many publications, amongst them being "Horace at Cambridge," "Tillers of the Sand," "The Battle of the Bays," and "In Cap and Bells."—*Morning Leader*.

FOG-BOUND HONGKONG.

VESSELS DELAYED.

The heavy fog which has been giving so great trouble to mariners still continues outside the harbour. Even inside the harbour this morning the fog was so dense that anything at a distance of only fifty yards was quite invisible. Every boat running from the West River ports and Canton was late this morning; all of them putting down the delay to the fog.

The s.s. *Hankow* could not leave the harbour at half-past eight this morning as advertised. She waited until the fog had lifted and steamed out for Canton at 10.30 a.m.

The s.s. *Huangshan* from Macao had to anchor outside and did not reach her wharf until one o'clock this afternoon.

Instead of arriving in port at 4 a.m., as usual, the steamer *Hoi Cheong*, from the West River, did not enter the harbour till about noon. The master, speaking to a representative, said that he has not seen a fog that caused so much trouble to captains in this Colony during the last fifteen years. It took him nearly an hour entering the harbour and to keep a sharp look-out for the innumerable small craft in the vicinity.

The steamer *Hongkong* left Wangmoon at 1 o'clock this morning. Half an hour afterwards, using the words of the chief officer, "the fog came down as thick as a hedge," and although they had one or two stops, as the lights on the West River beacons could not be discerned, they arrived in port at 8.45 this morning.

COMMERCIAL.

TODAY'S EXCHANGE.

Selling.
London—Bank T.T. 2 0/8
Do. "Semi-monthly" 2 0 11/16
Do. 4 months' sight 2 1
France—Bank T.T. 2 5/8
America—Bank T.T. 4 9/16
Germany—Bank T.T. 2 10
India T.T. 15 3/4
Do. demand 15 1/4
"Hankow"—Bank T.T. 7 1/4
Singapore T.T. 14 1/2 prem.
Japan—Bank T.T. 100 1/2
Yokohama—Bank T.T. 12 3/4

Buying.
4 months' sight L/C 2 1 1/2
6 months' sight L/C 2 1 1/2
30 days' sight San Francisco & New York 50/1
1 months' sight 51 1/2
30 days' sight Sydney and Melbourne 7 1/2
4 months' sight France 2 6 1/2
6 months' sight 2 6 1/2
4 months' sight Germany 2 15 1/2
Bar Silver 30 1/2
Bank of England rate 4 %
Sovereigns 9 7/8

To-day's Advertisements.

C. U. S. R. A.

THE DATE for the "AFFINITY COMPETITION" has unavoidably had to be altered again. It will now take place on STONECUTTER'S RANGE, TO-MORROW, 22nd instant, commencing at 3.30 P.M. A Special Launch leaves Blake Pier at 2.15 P.M. Post entries accepted.

H. I. KELSALL, Major, R.A. [372]
Hongkong, 21st March, 1906.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by PUBLIC AUCTION, ON

SATURDAY, the 24th March, 1906, commencing at 2.30 P.M., at 12, Austin Avenue, Kowloon, THE WHOLE OF THE VALUABLE HOUSEHOLD FURNITURE, THEREIN CONTAINED,

Comprising:—DRAWING ROOM, BED ROOM and BATH ROOM FURNITURE and PIANO (Drawing Room Model) by Moutrie & Co. Ltd., Shanghai, HANDSOMELY CARVED CANTON BLACK WOOD DRESSING TABLE with BEVELLED GLASS, JARDINIERE, TABLES, &c., SOLID TEAK COMBINATION WRITING DESK and BOOKCASE, SKINS and FUR RUGS, FOOCHOW and CANTON LACQUER TABLES, INDIAN, JAPANESE and CHINESE EMBROIDERIES and CURIOS, SOLID SILVER (English) TOILET SET and DRESSING CASES, 2 GOLD WATCHES, 1 SILVER-PLATED TEA and COFFEE SET with TRAY, 1 BICYCLE, and 1 DOUBLE-BARREL GUN by Eros, James & Co.

On view—Friday, 23rd March, 1906. Catalogues will be issued. Terms—As usual. For further particulars, apply to—HUGHES & HOUGH, Auctioneers. Hongkong, 21st March, 1906. [375]

A REAL HEALTH FOOD.

"NOTHING BETTER."

MACLAREN'S CREAM CHEESE is a perfect Cheese and a perfect Food. When you know Cheese better, you will eat less meat—when you know MacLaren's Cream Cheese, you will know the "Best Cheese." See that you get it in air tight tins to preserve its freshness and good flavour.

H. RUTTONJEE, No. 5, D'Aguiar Street, and No. 37, Elgin Road, Kowloon. Hongkong, 21st March, 1906. [64]

"BEN" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Steamship

"BENLEDI" will be despatched as above, on or about 26th instant.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents. Hongkong, 21st March, 1906. [374]

COMPAGNIE DES MESSEGERIES MARITIMES.

PAQUEBOTS-POSTES FRANCAIS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Departure of the Company's Steamship

"ARMAND BEHIC"

Captain Guionnet, is postponed until further notice.

For Freight or Passage, apply to G. DE CHAMPEAUX, Agent. Hongkong, 21st March, 1906. [11]

Intimations.

ROBINSON PIANO CO., LD.

THE APOLLO PIANO PLAYER

IS A MUSICAL TRIUMPH.

You should hear it. RECITALS DAILY.

NEW MODEL PIANOS

BY THE MOST NOTED EUROPEAN MAKERS.

"OWN MAKE"

IN SOLID TEAK.

Embodying the

MINIMUM

OF COST

WITH THE

MAXIMUM

OF EXCELLENCE

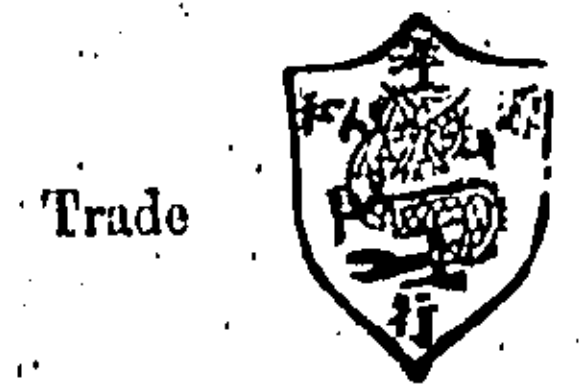
\$375 AND UPWARDS.

"VICTOR TALKING" MACHINES.

WITH TAPERING ARMS.

LATEST OPERAS AND SONGS.

Hongkong, 1st February, 1906 [38]



TELEPHONE No. 135.



ASK FOR



BLATZ

MILWAUKEE'S

MOST

EXQUISITE

BEER.

Per Cask 10 Doz.

Pints - - - \$27.00

Per 1 Doz. Pints - 2.80

SOLE AGENTS—

H. PRICE & CO.

12, QUEEN'S ROAD CENTRAL.

Hongkong, 27th February, 1906. [41]

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS TO LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.

EUROPEAN SERVICE.

OUTWARD.

FROM	STEAMERS	DUE
GLASGOW AND LIVERPOOL	"KINTUCK"	25th March.
GLASGOW AND LIVERPOOL	"BELLEROPHON"	4th April.
GLASGOW AND LIVERPOOL	"CALCHAS"	11th "
GLASGOW AND LIVERPOOL	"MOYUNE"	14th "
GLASGOW AND LIVERPOOL	"TEUCER"	14th "
GLASGOW AND LIVERPOOL	"DARDANUS"	21st "
GLASGOW AND LIVERPOOL	"HECTOR"	21st "
GLASGOW AND LIVERPOOL	"JASON"	28th "
GLASGOW AND LIVERPOOL	"DEUCALION"	5th May.
GLASGOW AND LIVERPOOL	"TYDEUS"	12th "
GLASGOW AND LIVERPOOL	"HYSON"	12th "

FOR	STEAMERS	TO SAIL
* GENOA, MARSEILLES & L'POOL	"PELEUS"	22nd March.
AMSTERDAM, LONDON & ANTWERP	"TELEMACHUS"	27th "
AMSTERDAM, LONDON & ANTWERP	"DIOMED"	10th April.
* GENOA, MARSEILLES & L'POOL	"MACHAON"	20th "
AMSTERDAM, LONDON & ANTWERP	"KINTUCK"	24th "
AMSTERDAM, LONDON & ANTWERP	"BELLEROPHON"	28th May.
* GENOA, MARSEILLES & L'POOL	"HECTOR"	2nd "
AMSTERDAM, LONDON & ANTWERP	"CALCHAS"	8th "
AMSTERDAM, LONDON & ANTWERP	"JASON"	5th June.

TRANS-PACIFIC SERVICE.

OPERATING IN CONJUNCTION WITH
THE NORTHERN PACIFIC RAILWAY CO.

AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL
OVERLAND COMMON PORTS IN THE UNITED STATES
OF AMERICA AND CANADA.

EASTWARD.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA	"TEUCER"	18th April.
	"TYDEUS"	16th May.

WESTWARD.

FROM	STEAMERS	DUE
TACOMA, SEATTLE, VICTORIA and PACIFIC COAST	"TELEMACHUS"	25th March.
	"NINGCHOW"	25th April.
	"YANGTZE"	25th May.

For Freight, apply to
BUTTERFIELD & SWIRE,
AGENTS.
Hongkong, 21st March, 1906. [3]

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"SHAOSING"	24th March.
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK- TOWN, CAIRNS, TOWNSVILLE, BRIS- BANE, SYDNEY and MELBOURNE.	"OHANGSHA"	27th "
MANILA	"TEAN"	27th "
CEBU and ILOILO	"KAIFONG"	31st "
KOBE	"CHINGTU"	2nd April.

* Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
* The Attention of Passengers is directed to the Superior Accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly
qualified Surgeon is carried.
† Taking Cargo and Passengers at through Rates for all New Zealand and other Australian
Ports.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
AGENTS.
Hongkong, 20th March, 1906. [9]



HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila.—Saloon amidships—Electric
Light—Perfect Cuisine—Surgeon and Stewardess carried.
—All the most up-to-date arrangements for comfort of
Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	3540	R. Rodger	MANILA VIA AMOY	FRIDAY, 23rd March, at 10 A.M.
RUBI	3540	R. Almond	MANILA	SATURDAY, 31st March, at Noon.

For Freight or Passage, apply to
SHEWAN, TOMES & CO.,
GENERAL MANAGERS.
Hongkong, 19th March, 1906. [7]



HONGKONG—NEW YORK.

AMERICAN ASIATIC
STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.
(With Liberty to Call at the Malabar Coast).

Steamship	About
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For Freight and further information, apply to
SHEWAN, TOMES & CO.,
General Agents.
Hongkong, 23rd December, 1905. [8]

Notice of Firm.

NOTICE.

MR. RICHARD HANCOCK is authorised
to Sign the name of our Firm per
Procuration.

SHEWAN, TOMES & Co.
Hongkong, 26th February, 1906. [23]

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above
Company are prepared to accept First
Class FOREIGN and CHINESE RISKS at
CURRENT RATES.

SIEMSEN & Co.
Hongkong 28th May, 1895. [38]

Shipping—Steamers.

HONGKONG—MACAO LINE.

S.S. "WING CHAI,"
Captain T. AUSTIN, R.N.R.

THIS Steamer departs from Hongkong on
Week Days, at 8 A.M. and on Sundays
at 8.30 A.M. Departs from Macao on Week
Days at 2.30 P.M. and on Sundays at 5.30 P.M.,
if tide permits.

FARES.—Week Days, 1st Class, including
Cabin and servant, Single \$3; Return Ticket,
\$5; 2nd Class, \$2; 3rd Class, 50 cents.
Every Sunday will be an Excursion, at the
following rates:—1st and 2nd Class, Single
Ticket, \$1; Return, \$2; 3rd Class, Single, 30
cents, Return, 50 cents; Steerage, 10 cents.
Breakfast, Dinner and Cabin are supplied
either on Board, or at the Macao Hotel, for
returning passengers only, at an extra charge
of \$2.

On Sundays, passengers desiring to have a
Private Cabin which has accommodation for
two or more passengers, will be charged \$3
extra.
First Class Passengers, who do not care to
return on the Excursion Sunday, will be allowed
to do so the following day (Monday) on pro-
duction of the Return Half Ticket. Should
the Steamer not run on the Monday, owing to
the Boiler cleaning, due notice will be given
by the Captain, and the Half Ticket will be
available for the following day.

The Steamer is lit throughout by Electricity.
The Steamer's wharf at Hongkong is at the
Western end of Wing Lok Street.
SAM WANG Co.
Hongkong, 2nd January, 1906. [17]

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

Tons Captain
"KWONG CHOW" 1,309...T. R. MEAD. || "KWONG TUNG" | 1,238...H. W. WALKER. |
| Leave Hongkong for Canton at 9 every evening (Saturday excepted). Leave Canton for Hongkong about 5.30 o'clock every evening (Sunday excepted). These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity. Electric Fans in First Class Cabins. | |

Passage Fare—Single Journey ...\$4
Meals ...\$1 each.

The Company's Wharf is a short distance
West of the Harbour Master's Office.
SHIU ON S.S. CO., LD., and
YUEN ON S.S. CO., LD.,
No. 8, Queen's Road West
Hongkong, 23rd August, 1905. [18]

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
S'GAPORE, PENANG & CALCUTTA.	"SUISANG"	THURSDAY, 22nd March, 3 P.M.
SHANGHAI	"HANGSANG"	THURSDAY, 22nd March, 4 P.M.
MANILA	"LOONGSANG"	FRIDAY, 23rd March, 4 P.M.
S'GAPORE, PENANG & CALCUTTA.	"LAISANG"	TUESDAY, 27th March, 3 P.M.

* These Steamers have superior accommodation for First-class Passengers, and are fitted
throughout with Electric Light.
† Taking Cargo on through Bills of Lading to Chefoo and Yangtze Ports.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
General Managers.
Hongkong, 21st March, 1906. [6]

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA.

PORTLAND, OREGON.

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To sail at
"NICOMEDIA"	4,370	Wagemann	March 24th, at Noon.
"NUMANTIA"	4,370	Feldmann	April 8th.
"ARABIA"	4,483	Metcalf	—
"ARAGONIA"	5,198	Ernst	—

Through Bills of Lading issued to Pacific Coast Ports and all Eastern Canada in
Jointed States Ports. For through rates of Freight and further information, communi-
cate or apply to
S. SILVERSTONE, Acting General Agent.

EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE,
(Calling at Manila, Timor, Port Darwin and
Queensland Ports, and taking through Cargo to
Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"AUSTRALIAN."

Captain McArthur, will be despatched for the
above Ports, on SATURDAY, the 31st instant,
at Noon.

This well-known Steamer is specially fitted
for Passengers, and has a Refrigerating Chim-
ber, which ensures the supply of Fresh Provi-
sions, Ice, etc., throughout the voyage.

This Steamer is installed throughout with
the Electric Light.

A Stewardess and a duly qualified Surgeon
are carried.

N.B.—To assure the additional comfort of
passengers the steamers of the Company have
electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 8th March, 1906. [38]

FOR SINGAPORE, PENANG AND
CALCUTTA.

THE Steamship

"GREGORY APCAR."

Captain S. H. Belsdon, will be despatched for the
above Ports, on SATURDAY, the 24th instant,
at 3 P.M.

For Freight or Passage, apply to
DAVID SASSON & Co., LIMITED.
Agents.
Hongkong, 17th March, 1906. [36]

BRITISH INDIA STEAM NAVIGATION
COMPANY, LIMITED.

FOR AMOY, STRAITS AND RANGOON.

THE Company's Steamship

"ZAIDA."

Captain A. M. Rait, will be despatched as above,
on SUNDAY, the 25th instant, at Daylight.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
Agents.
Hongkong, 19th March, 1906. [36]

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

Regular Steamship Service between Hongkong
and South American Ports.

THE Company's Chartered Steamship

"GLENFARG."

5,600 tons,
will be despatched for CALLAO (PERU) on
or about TUESDAY, April 10th, at Noon.

For further information as to Freight and
Passage, apply to
K. MATSUDA,
Manager,
York Building.
Hongkong, 1st March, 1906. [29]

THE ORIENTAL PACIFIC LINE.

FOR SAN FRANCISCO VIA PORTS.

THE Steamship

"DAKOTAH."

will be despatched for the above Ports, on
or about 25th April.

For Freight, apply to
SHEWAN, TOMES & Co.,
Agents.
Hongkong, 12th March, 1906. [32]

Consignees.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENLAWERS."
FROM ANTWERP, LONDON AND
STRAITS.

CONSIGNEES of Cargo are hereby in-
formed that all Goods are being landed
at their risk into the Godowns and/or extra
hazardous Godowns of the Hongkong and
Kowloon Wharf and Godown Co., Ltd., whence
and/or from the wharves delivery may be
obtained.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods undelivered
after the 27th instant, will be subject to
rent.

All Claims against the Steamer must be pre-
sented to the Undersigned on or before the
31st instant, or they will not be recognised.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 27th instant, at Noon.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 20th March, 1906. [37]

S.S. "ARMAND BEHIC."

COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London
ex s.s. Bagdad and Douro, from Havre
ex s.s. Bagdad, and from Bourdeaux ex s.s.
Ville d'Arras, in connection with above
Steamer, are hereby informed that their
Goods, with the exception of Opium, Treas-
ure and Valuables are being landed and
stored at their risk into the hazardous and/or
extra hazardous Godowns of the Hongkong
and Kowloon Wharf and Godown Co., Limited,
at Kowloon, whence delivery may be obtained
immediately after landing.

Optional Cargo will be forwarded on unless
intimation is received from the Consignees
before 5 P.M., TO-PAY, requesting it to be
landed here.

Bills of Lading will be countersigned by the
Undersigned. Goods remaining unclaimed after
the 20th March, at Noon, will be subject to
rent and landing charges.

All claims must be sent in to me on or before
the 20th March, or they will not be recog-
nised.

All damaged packages will be examined on
TUESDAY, the 20th March, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,
Agent.
Hongkong, 20th March, 1906. [11]

PORTLAND AND ASIATIC STEAMSHIP
COMPANY.

NOTICE TO CONSIGNEES.

S.S. "NICOMEDIA,"
FROM PORTLAND (OR.), YOKOHAMA,
KOBE AND MOJI.

THE above steamer having arrived, Con-
signees of Cargo are hereby requested to
send in their Bills of Lading for Countersign-
ature and to take immediate delivery of their
goods from alongside.

Cargo impeding the discharge of the vessel
will be landed and stored at Consignees' risk
and expense.

No Fire Insurance will be effected by us in
any case whatever.

S. SILVERSTONE,
Acting General Agent.
Hongkong, 20th March, 1906. [16]

FROM HAMBURG, BREMEN, PENANG
AND SINGAPORE.

THE H. A. L. Steamship

"SENEGAMBIA."

Captain Peter, having arrived from the
above ports, Consignees of Cargo are hereby
requested to send in their Bills of Lading for
countersignature by the Undersigned and to
take immediate delivery of their goods from
alongside.

Optional Cargo will be forwarded UNLESS
notice to the contrary be given before TO-
DAY.

Any Cargo impeding her discharge will be
landed into the hazardous and/or extra hazardous
Godowns of the Hongkong and Kowloon Wharf
and Godown Co., Limited, and stored at Con-
signees' risk and expense.

All Claims must be presented within ten
days of the steamer's arrival here after which
date they cannot be recognised.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 24th instant will be
subject to rent.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 24th instant, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINE.
Hongkong Office.
Hongkong, 19th March, 1906. [36]

"SHIRE" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, LONDON
AND STRAITS.

THE Steamship

"MERIONETHSHIRE."

Captain D. Davies, having arrived from the
above ports, Consignees of Cargo are hereby
informed that their Goods are being landed
at their risk into the Godowns of the Hongkong
and Kowloon Wharf and Godown Company,
Limited, at Kowloon and stored at Consignees'
risk and expense.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 21st instant will be sub-
ject to rent.

All broken, chafed and damaged Goods are
to be left in the Godowns, where they will be
examined on the 21st instant, at 2.30 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

SHEWAN, TOMES & Co.,
Agents.
Hongkong, 19th March, 1906. [35]

Intimations.

THE NEW FRENCH REMEDY

TRADE MARK

"This successful and highly popular remedy, used in the
Continental Hospitals of Lyons, Paris, Bordeaux, and
other cities, combines all the desiderata to be sought in a
remedy of the kind, and surpasses everything hitherto
employed."

THERAPION No. 1 is a re-
sult of the latest scientific discoveries, and is a
valuable remedy for all diseases of the urinary
tract, such as gonorrhoea, cystitis, etc., and is
also a powerful diuretic, and is useful in the
treatment of the lower bowels, cough, bronchitis, asthma, and
some of the more trifling complaints. It is a
valuable remedy for all diseases of the urinary
tract, and is also a powerful diuretic, and is
useful in the treatment of the lower bowels,
cough, bronchitis, asthma, and some of the
more trifling complaints. It is a valuable
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FRENCH INDO-CHINA.

INCREASING RAILWAY FACILITIES.

In a report just published on the trade of Indo-China, Mr. G. W. Pearson, of the British Consular Service in China, says that the French Colony shows great progress, but from the difficulty of obtaining accurate statistics it is not easy to say how great is the progress and how much the cost to the home government. The country is now, he says, in a rapid process of transition from a land of agricultural industry to one of bustling industry. There are great natural resources, but the obstacles to development are great. There are two lines of railways in Tongking, the first through Hanoi and its suburbs, and the second from Namding to Kest; neither has been a commercial success. In Cochinchina there are four, all of which have been successes, namely, two from Saigon to Cholon, the third from Saigon to [?] the fourth from Saigon to Huon. In Annam a line from Tourane to Faifo is in course of construction. The railway lines in operation a year ago were 644 kilometres in length, of which 404 are worked by Government and the balance by the Compagnie de l'Indo-China et du Yunnan. On these lines the Chinese mechanics, firemen and stokers have been replaced by Annamese. The number of passengers carried by the railways in 1905 was over two millions and the freight 61,256 tons. The lines under construction last year were from Haiphong to Vietri, Hanoi to Vinh, Vietri to Laokai, Tourane to Hue, Saigon to Kuanhoa and Saigon to Langbian. The most important of these, from the point of view of outsiders, is the Vietri-Laokai line, which is the chief artery of the lines intended to feed the Yunnan railway now under construction. The plans for the Laokai-Yunnan line were sanctioned in January, 1903. The route crosses the mountain ridges of Yunnan, through the Nantai valley, and passing through the valleys of the Pataho and Tachenho, the principal branch of the West River and the outlet of the Taeng lake, approaches Yunnan city via Amichow. This line will unite Tongking with the capital of Yunnan.

The new scheme of mail services contemplates doing away with the Marseilles-Australian and the Marseilles-Bombay service, and reducing gradually the subsidy on the Saigon-Shanghai line. A new line is to be substituted from Saigon to Sydney via Singapore, Batavia and Brisbane and another monthly service between Marseilles and Saigon. But Mr. Pearson thinks this impracticable and believes that the mail service must be a line of large carriers between Marseilles and China.

The most important coal mines in the colony are those of Hongay, where three thousand workmen are employed. The output in 1904 was 230,980 tons, of which one-third was manufactured into briquettes. There are several other mines but these are not of any great consequence at present. There are several metal mines, principally gold and tin, and prospecting is being vigorously carried on.

The average export of rice from Indo-China is about a million tons. Of the 976,410 tons exported in 1904, all but 94,379 tons came from Cochinchina, France, Japan and the Philippines being the principal destinations. Many French colonists have been given concessions for the cultivation of rice, but hitherto they have met with little or no success. They attribute their failure to lack of labour, a cause which handicaps every project in Indo-China. Even when sufficient labourers are found, installed and given advances of money, they will suddenly disappear leaving the crops rotting for want of harvesting. Further, and here is a lesson for river engineers, the inundation of two districts, Vinhien and Phouyen, has done great damage. The inundation was caused by blunders on the part of the engineers who attempted to deliver Hanoi from all danger of inundation by cutting through existing dykes retaining the Red River; the result was that two years afterwards, in 1896, an inundation occurred, sweeping away the weakened dyke submerged the surrounding region and damaging the existing works of the Yunnan railway. Successive floods have since devastated the district.

The cultivation of tobacco has increased and a factory is now working at Hanoi. Sugar-cane is also cultivated, but it is not a favourite with the natives of Indo-China, as the crop demands more care and hard work than rice or maize.

Serious attempts are being made by the French Colonial Government to utilize large tracts of Indo-China as cattle stations, where breeding can take place on a large scale. At considerable expense herds of cows and horses are installed at various points and convict prisoners are employed to tend them under the charge of a French expert. Such a station is found at the Isle de la Table, a practically uninhabited island, twenty-five miles long in the Baie d'Along, where experiments in the production of cross-breeds suitable to the country are being carried out. The plains of Indo-China are covered with graminaceous plants, as in Australia and Argentina, and the nature of the soil supplies rich pasturage. In the grass Andropogon, Tongking is, perhaps, the richest country in the world, and therefore should be able to afford excellent pasturage for sheep. The Erachne Chinensis is abundant on the drier hills, and yields an unfailing food. But, on the other hand, in the cultivated plains, the calcareous highlands, where the graminaceous plants do not thrive, and in the abundant forests, cattle could not support themselves, and therefore the suitable area for pasturage is greatly restricted. It would appear that the best country for this purpose lies between Dong Trieu and the Chinese frontier, composed chiefly of wooded hills, and in a strip of country stretching from Mi Luong between the Red and Black Rivers towards Hong Hoi.

Shipping.

Arrivals.

Oceanic, Fr. s.s., 2,528, Courret, 20th Mar., from Shanghai 16th Mar., Mails and Gen.—M. M.
Banco, Br. s.s., 3,394, J. B. Ferguson, 20th Mar., from Moji 15th Mar., Gen.—P. & O. S. N. Co.
Loongsang, Br. s.s., 1,592, A. E. Sandbach, 20th Mar., from Manila 16th Mar., Gen.—J. M. & Co.
Haimun, Br. s.s., 3,356, A. J. Robson, 20th Mar., from Swatow 19th Mar., Gen.—D. L. & Co.
Hinsang, Br. s.s., 1,435, J. Davis, 20th Mar., from Wuhu 14th Mar., Rice.—J. M. & Co.
Meefoo, Ch. s.s., 1,339, A. Crawford, 20th Mar., from Shanghai 16th Mar., Gen.—C. M. S. N. Co.
Chinglu, Br. s.s., 1,479, J. McD. Howie, 16th Mar., from Melbourne via Ports 11th Feb., Gen. and Mostly Flour.—B. & S.
Harlong, Br. s.s., 2,661, A. Lee, 21st Mar., from Shanghai 17th Mar., Gen.—N. Y. K.
Benovitch, Br. s.s., 2,164, R. W. Thomson, 20th Mar., from Shanghai 15th Mar., Gen.—G. L. & Co.
Monticall, Fr. cruiser, 10,000, Martel, 20th Mar., from Hongay.
Gueydon, Fr. cruiser, 10,000, Ridoux, 20th Mar., from Hongay.
Montcalm, Fr. cruiser, 10,000, Martel, 20th Mar., from Hongay.
Fronde, Fr. torpedo boat, of Saint-Sine, 20th Mar., from Hongay.
Javallin, Fr. torpedo boat, Sagot du Vauroux, 20th Mar., from Hongay.
Francisque, Fr. torpedo boat, Garreau, 20th Mar., from Hongay.
Mousquet, Fr. torpedo boat, du Chemin, 20th Mar., from Hongay.
Rapier, Fr. torpedo boat, Vincent de Brichignac, 20th Mar., from Hongay.
Sabre, Fr. torpedo boat, Le Bail, 20th Mar., from Hongay.

Clearances at the Harbour Office.

Aperade, for Hoilow.
Aperade, for Canton.
Armand Rehe, for Shanghai.
Thyria, for Kuchinotzu.
Oceanic, for Saigon.
Maideru Maru, for Swatow.
Loosk, for Swatow.
Haimun, for Swatow.
Harlong, for Singapore.
Telemachus, for Saigon.
Banco, for Singapore.
Nanshan, for Swatow.
Poona, for Shanghai.
Benovitch, for Kolschang.

Departures.

Mar. 21.
Oceanic, for Europe.
Pitanulok, for Hoilow.
Aperade, for Hoilow.
Maideru Maru, for Swatow.
Glengyle, for Amoy.
Dugny, for Canton.

Passengers arrived.

Per Haimun, from Swatow—Rev. Knox, Mr. Lu Fil, and 102 Chinese.
Per Loongsang, from Manila—Messrs. Paul Becker, E. C. Elliott, George Byng, J. McCarthy and Francis Focherbach.
Per Chinglu, from Australia—Mrs. D. M. and Mrs. Davey and child, Messrs. Davey, Simons, McGill, Hawley, Brown, Dew, 50 Chinese, and 3 Japanese.
Per Zafro, from Manila—Mr. and Mrs. C. U. Raymond, Mr. L. Rosenthal, Miss Underwood, Mr. B. D. Mulligan, Mrs. S. B. Sutton, Messrs. A. L. Parsons, B. S. Beng, S. C. Su, and J. J. Haynes, Mrs. G. R. Lala, Misses B. French, D. Caird, C. Guillot, an I. V. Nichols, Mrs. R. Stephens, Messrs. E. Trimmingham, J. Hackett, J. Bruce, and J. Felleiro, Miss M. Quest, Messrs. H. Cole, M. Ester, D. Perceval, D. Munroe, R. Smith, W. Smith, W. Baker, D. Atwell, H. Haydn, H. Vicent, A. Rees, H. B. Russell, H. Weil, S. Lopez, W. Von Beck and M. E. Handman, Misses B. Forsythe, G. Corless, N. Morra, W. Karleck, M. Leslie, A. Hill, E. Probyn, A. Vincent, N. Pemberton, and Mr. Heyden, Mr. O. Randall, Mrs. Josephs, Mr. C. Matshura, Mr. Cheik Kadir Bak, an Indian servant and 65 Chinese.
Per Oceanic, for Hongkong from Kobe—Mr. Roudon, from Shanghai—Messrs. Charignon, P. Pickwick, F. Schnok, Silva, I. Handau, Captain Sheldrake, Mrs. Burns, Commodore Boucarrilla, Messrs. L. Marston, Xavier, and Rev. M. J. Osime, and Mr. Wendrick, for Singapore from Shanghai—Mr. H. B. Marshall, for Colombo from Yokohama—Mr. Crocker, from Shanghai—Mr. Kodajie, for Port Said from Kobe—Mr. and Mrs. Kasert, from Shanghai—Mr. Serwinsky, for Marseilles from Yokohama—Messrs. Lanbico, E. Dentici, H. Jacobs, L. Moreau, de Hoyer and Ranero, from Kobe—Mrs. Roudon and family, from Shanghai—Mr. Kammerer, Letourneur, Fromont, Mr. and Mrs. Omby, and Mr. Camu.
Per Armand Rehe, for Hongkong from Marseilles—Mrs. B. Byer, Messrs. Barlaume and Caster, from Bombay—Messrs. Takeuchi and S. Sango, from Colombo—Mr. Lawrence Salt, Lieut. Regnault, Col. and Mrs. Burton, Capt. Moncrieff, Mr. G. Perchard, Col. Robin, Major Home, from Singapore—Mr. and Mrs. J. C. Baird, Messrs. Groskamp, de Jullian, Henri Levy, Plessis, Mercier, from Saigon—Mr. L. E. Dumas, Mrs. F. Holmes, Messrs. Leaf Premyslav, Hardouin, Daube, F. Nicolai, Mr. and Mrs. A. B. Moulder, Mr. and Mrs. Lecœur and infant, Mr. and Mrs. Rabaud and infant, Messrs. Aubert, Pignat and Katsuki, for Shanghai from Marseilles—Mr. and Mrs. Bouin and infant, Messrs. Veronard, Hallier, Honnelle, Irusq, de Querece, Heret, Briais, Mr. and Mrs. Joulin, Mr. Albertasse Odome, from Bombay—Mr. Ohmiva, from Colombo—Mr. and Mrs. Cammide, Mr. S. B. Riley, Mrs. Volchensky, from Singapore—Mrs. and Miss Goldenberg, Messrs. Larrent, Forrentino Glacamy, Mrs. Margherita Didata, from Saigon—Messrs. J. Mosca, L. Bertho, Willing, Favoya, Mrs. Rosa Lassaros Miss Magay Lasaros, Mrs. Afanen, Mr. and Mrs. Favies, for Kobe from Bombay—Mr. Nakooka, Miss Oyuki, from Singapore—Mrs. Nisbets, Mr. Kimura, for Yokohama from Marseilles, Messrs. Kawada, G. Patin, Hulton Williams, Mrs. Margue, Tsantehiya, Mrs. Bonogie, Mr. H. Hamura, from Bombay—Messrs. D. Barry, V. K. Kingcome, Raphael, from Colombo—Sir and Lady Nicholson, Mr. and Mrs. Wynes and 2 children, Mrs. Kate Bezore, Mrs. J. L. Zinn, from Singapore—Mrs. Zachevvas, Messrs. Blake, Adamson, Yamasaki, Zerner, Root, from Saigon—Mr. W. Hick, Mr. and Miss Pirasse and Mr. Clary.

Passengers departed.

Per Oceanic, for Saigon—Messrs. L. Baliste, Kuent, S. Ohta, Ngo Trung, Li P. G. Li Pook Tien, Tseng Nam, Vuong Kho, Wong Yen, Ho For, Lum Cheong, Lau Chee, Cheung Van Cinh, Quang Tich, Tong On, Li Chong, Chan Yok, Miss Nam Tan, Mrs. Rany, Mrs. Wong Chai, and Mr. Wong Kao, for Singapore—Messrs. Ponsen, Van Bhan, Leung Wei, Pak Sau Shan, Ho Koo Sang, Kong Chun Po, Rev. Dr. M. C. Wilcox, Messrs. de Broin, Nielsen, Van der Kaas, Van Heekken, Lodivico Ortega, A. W. Pranch and Hajbe Hasan, for Saigon—Mr. Ah Tong, For Marseilles—Mr. Mesieres, Mr. and Mrs. Mesieres, Messrs. Messrs. James Boyd, Randon, Wroncek, P. Bonlauger, and Mrs. Le Carduner.

Shipping Report.

Str. Loongsang from Manila—Calm, fine, clear weather, foggy outside.
Str. Zafro from Manila—Light variable air, smooth sea, all the way over.
Str. Haimun from Swatow—Dense fog throughout, calm and smooth sea.
Str. Chinglu from Australian Ports—Fresh NW monsoon along the coast, then with weather to Manila, which continued with thick haze and fog, arrival at 5 p.m. on 20th inst. On 21st inst. towed S. Claverton off Yew Reef, Great Barrier.

Vessels in Port.

STRANGLERS.
Aldershol, Br. s.s., 1,354, W. W. Adam, 16th Mar., from Fremantle 25th Feb., Gen.—B. & Co.
Alexander, Am. s.s., 2,100, Gore, 1st Mar., from Manila 25th Feb., Coals.—Order.
Armand Rehe, Fr. s.s., 2,356, E. Guionnet, 20th Mar., from Marseilles 18th Feb., and Saigon 17th Mar., Mails and Gen.—M. M. Ban Yek, Am. s.s., 900, Fabreys, 20th Mar., from Hoilo 14th Mar., Sugar.—Order.
Benlarsen, Br. s.s., 2,920, Clark, 19th Mar., from Singapore 13th Mar., Gen.—G. L. & Co.
Canada, Ger. s.s., 2,397, Frank, 19th Mar., from Hamburg and Bangkok 11th Mar., Gen.—H. A. L.
Carl Dierichsen, Ger. s.s., 764, H. Schlaikier, 11th Mar., from Haiphong and Hoilow 6th Mar., Gen.—J. & Co.
Cheong Shing, Br. s.s., 1,256, S. J. Payne, 19th Mar., from Saigon 14th Mar., Batavia and Singapore 13th Mar., Gen.—J. M. & Co.
Dramore, Nor. s.s., 1,495, Schervig, 17th Mar., from Moji 11th Mar., Coal.—Order.
Empress of China, Br. s.s., 3,046, R. Archibald, R.N.R., 14th Mar., from Vancouver, B.C., 19th Feb., and Shanghai 11th Mar., Mails and Gen.—C. P. R. Co.
Fooksang, Br. s.s., 1,984, W. E. Sawyer, 19th Mar., from Calcutta 6th Mar., Coal.—J. M. & Co.
Gregory Apar, Br. s.s., 2,961, S. H. Belson, 16th Mar., from Calcutta 25th Feb., Penang and Singapore 10th Mar., Gen.—D. S. & Co., Ltd.
Hangsang, Br. s.s., 1,356, Wilde, 20th Mar., from Canton 19th Mar., Gen.—J. M. & Co.
Hanoi, Fr. s.s., 739, P. Meesles, 8th Mar., from Manila 4th Mar., Ballast.—A. R. M.
Hilary, Ger. s.s., 1,200, Zeigler, 14th Mar., from Panaraken 26th Feb., Sugar.—S. W. & Co.
Indravelli, Br. s.s., 3,768, S. Callington, 13th Mar., from Durban 12th Feb., Ballast.—Order.
Iris, Am. transport, 2,200, Whittier, 27th Feb., from Manila 22nd Feb., Coal.—Government.
Johanne, Ger. s.s., 952, Island, 17th Mar., from Bangkok 10th Mar., Rice.—J. & Co.
Laertes, Br. s.s., 1,341, J. B. Jackson, 18th Mar., from Saigon 14th Mar., Gen.—Chinese.
Liberty, Ger. s.s., 3,380, H. Kier, 19th Mar., from Kobe 13th Mar., Gen.—H. A. L.
Loosk, Ger. s.s., 1,020, G. Schulz, 16th Mar., from Bangkok 8th Mar., Rice.—B. & S.
Loyal, Ger. s.s., 1,253, L. Lorenzen, 15th Mar., from Bangkok 4th Mar., Rice.—S. W. & Co.
Mercedes, Br. transport, 2,900, J. S. McGregory, 6th Feb., from Pulo Condore Island.
Nanshan, Br. s.s., 1,209, A. Jones, 16th Mar., from Saigon 11th Mar., Rice and Gen.—B. & Co.
Nicomedia, Ger. s.s., 4,370, Wagenmann, 19th Mar., from Moji 9th Mar., Flour and Lumber.—P. & A. S. Co.
Norden, Nor. s.s., 1,497, Wilhelmssen, 17th Mar., from Moji 10th Mar., Coal.—Order.
Phranang, Ger. s.s., 1,100, Mangelsdorf, 11th Mar., from Bangkok 9th Mar., Timber.—B. & S.
Phuyen, Fr. s.s., 1,216, Ducroiset, 17th Mar., from Sourabaya (Java) 7th Mar., Sugar and Gen.—B. & Co.
Poona, Br. s.s., 4,877, C. R. Longden, R.N.R., 19th Mar., from London 5th Feb., and Singapore 14th Mar., Gen.—P. & O. S. N. Co.
Ripplingham Grange, Br. s.s., 3,851, C. Crickton, 11th Mar., from Newcastle, N.S.W. 20th Feb., Ballast.—C. O.
Samsen, Ger. s.s., 1,100, F. Richwald, 15th Mar., from Bangkok 8th Mar., Gen.—B. & S.
Shah Allum, Br. s.s., 1,918, A. Geddie, 16th Mar., from Rangoon 3rd Mar., and Singapore 9th Mar., Rice.—A. M. Essabhy.
Suising, Br. s.s., 1,600, T. A. Mitchell, 16th Mar., from Calcutta 27th Mar., Coal.—J. M. & Co.
Swanley, Br. s.s., 2,800, Daws, 16th Mar., from Marseilles via Sabang 8th Mar., Ballast.—C. & Co.
Taiwan, Br. s.s., 1,042, J. A. Hattin, 20th Mar., from Bangkok 13th Mar., Rice and Meal.—Chinese.
Telemachus, Br. s.s., 1,350, J. Williamson, 13th Mar., from Saigon 7th Mar., Rice.—Chinese.
Ulabrand, Nor. s.s., 1,260, O. Kristiansen, 18th Mar., from Moji 12th Mar., Coal.—M. B. K.
Zafro, Br. s.s., 1,618, R. Rodger, 19th Mar., from Manila 17th Mar., Gen.—S. T. & Co.

Steamers Expected.

Vessels	From	Agents	Dut.
Laisang	Singapore	J. M. & Co.	Mar. 22
Tiljart	K'chiottu	J. C. J. L.	Mar. 22
Stuttart	V'ostock	M. & Co.	Mar. 23
Gera	V'ostock	M. & Co.	Mar. 23
Kintuck	Singapore	B. & S.	Mar. 25
Athenian	Vancouver	C. P. R. Co.	Mar. 27
Bayer	Japan	W. & Co.	Mar. 28
P. E. Friedrich	Colombo	M. & Co.	Mar. 28
Empire	Port Darwin	O. & O. Co.	Mar. 31
Doric	Calcutta	J. M. & Co.	April 3
Nansang	Sydney	B. & S.	April 6

Ships Passed the Canal.

13th February—Needles, Palawan, Senegambia, Silturion, Trave, 16th February—Jomeneus, Machao, Polynesian, Ulysses, 20th February—Ajaax, Benlawers, Pak Ling, Palmer, Poona, Segovia, Vindobona, Prins Regent, Luitpold, Adholl, Coutidon, Riverston, 21st February—Albano, Ambria, Armand Rehe, Kintuck, Roon, Philippo, Haver, shampagne, Manaton, 27th February—Glenroy, Glenruff, Anchtie, Bantu, Fourchion, 2nd March—Benvenue, C. Ferd Laitin, Huet, Stentor, Barra, Malacca, 6th March—Caladont, Rintshir, Indrapura, Akir, Li-fong, Prins Eitel Friedrich, 9th March—Caladont, Ernest Simons, Prussien, Pathan, Rhanana, 13th March—Alesia, Trieste, Siko, Dehuanu, Devanah, Indita Monarch, 14th March—17th March—Japan, Moyuna, Salasie, Patrolos, Tener.

Arrivals at Home—13th February—Schuyli.

13th February—Glenruff, 16th February—Glenruff, 20th February—Benlarsen, Polynesian, Tydus, 27th February—Glenruff, Lawhill, 27th February—Benlarsen, Idomeneus, 1st March—Palawan, 2nd March—Nubia, 6th March—Pak Ling, 8th March—Palawan, 9th March—Ajaax, Glenruff, Roon, Indrani, 14th March—Ambria, Caladont, Huet, 14th March—Malacca, 17th March—Huet, Stentor.

DOCK RETURNS.

HONGKONG AND WHAMPOA DOCKS.
U.S.S. Barry " Kowloon Dock.
U.S.S. Callio " " "
Fatsan " " "
Jenfeld " " "
Signal " " "
Kinshan " " "
H.M.S. Taku " " "
Armand Rehe " " "
Sewley " Aberdeen
Phranang " Cosmopolitan

SHANGHAI.

Yungking New, Feb. 20.
Kwangping New, Mar. 7.
Riggo Tunkadoc, " 9.
Rio Lima Old, " 10.

Post Office.

A Mail will close for:—

Swatow—Per Haimun, 22nd Mar., 9 A.M.
Singapore, Batavia, Cheribon, Samarang, Sourabaya and Macassar—Per Tjilatjap, 22nd Mar., 11 A.M.
Macao—Per Heungshan, 22nd Mar., 1.15 P.M.
Shanghai—Per Heungshan, 22nd Mar., 3 P.M.
Manila—Per Zafro, 23rd Mar., 9 A.M.
Macao—Per Heungshan, 23rd Mar., 1.15 P.M.
Shanghai—Per Lyemooon, 23rd Mar., 4 P.M.
Manila—Per Loongsang, 23rd Mar., 3 P.M.
Europe, S. C. India, via Tuticorin—Per D. 24th Mar., 11 A.M.
Kobe, Yokohama and Portland, Or.—Per Niconidia, 24th Mar., 10 A.M.
Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per China, 24th Mar., 10 A.M.
Macao—Per Heungshan, 24th Mar., 1.15 P.M.
Singapore, Penang and Calcutta—Per Gregory Apar, 24th Mar., 2 P.M.
Shanghai—Per Shaoxing, 24th Mar., 3 P.M.
Amoy, Straits and Rangoon—Per Zafro, 24th Mar., 5 P.M.
Macao—Per Heungshan, 25th Mar., 1.15 P.M.
Macao—Per Heungshan, 25th Mar., 1.15 P.M.
Macao—Per Heungshan, 27th Mar., 1.15 P.M.
Singapore, Penang and Calcutta—Per Laitsang, 27th Mar., 2 P.M.
Manila, Zamboanga, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth—Per Changsha, 27th Mar., 3 P.M.
Manila—Per Tean, 27th Mar., 3 P.M.
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per Empress of China, 28th Mar., 10 A.M.
Europe, S. C. India, via Tuticorin—Per Bayern, 28th Mar., 11 A.M.
Manila, Timor, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth—Per Australia, 31st Mar., 11 A.M.
Manila—Per Tean, 31st Mar., 11 A.M.
Cebu and Hoilo—Per Kaitong, 31st Mar., 3 P.M.
Kobe—Per Chinglu, 2nd April, 3 P.M.
Manila, Simposhafen, Fr. Wilhelmshafen, Herberstshne, Matupi, Samarai, Brisbane, Sydney and Melbourne—Per Prins Waldemar, 3rd April, 10 A.M.
Europe, S. C. India, via Tuticorin—Per Tonkin, 3rd April, 11 A.M.
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per Athenian, 11th April, 11 A.M.
Europe, S. C. India, via Tuticorin—Per Armand Rehe, 17th April, 11 A.M.

A Pillar Box has been placed at Pokfulam Police Station. It will be cleared daily at noon.
There will be a delivery of letters at Pokfulam leaving the G. P. O. daily at 10.30 a.m.
The following may now be obtained at the General Post Office counter:—
Postal Guides, each 30 cents.
Parcel Post Tariff, each 20 "

From and after the 1st January, 1906, the rate for Postcards from Australia to Hongkong and British Postal Agencies in China is one penny instead of one penny and half penny.
Mails for Canton, Samshui, Whchow and Macao will be closed on week days at 7.30 every morning. On Sundays the mail for Macao will be closed at 8 a.m., and that for Canton at 9 a.m.
Mails for Namtau, Sanbue, Kongmow, Kunchuk, Samshui, Whchow and Canton will be closed at 5 p.m. On Sundays the mails will be closed at 9 a.m.
No mail will be closed for Canton on Saturday evening.

VISITORS AT THE HOTELS.

KOWLOON.
Ainslie, Dr. D. H. ... Hotel, Campbell
Charlton, R.N., Capt. Hall, A. B. and Mrs. E. and Louisa, Dr. and Mrs. Corder, Miss Adaline Reynolds, F. O. Crawford, Miss A.

HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

NAME.	CLASS.	TONS.	GUNS.	I.H.P.	CAPTAIN.	LAST REPORTED AT
Alacrity	despatch-vessel	1,700	4	3,000	Commander Harbord	Hongkong
Andromeda	cruiser, 1st class	11,000	16	16,500	Captain R. Nelson Ommanney	Hongkong
Astraea	cruiser, 2nd class	4,360	10	7,000	Captain Lionel G. Tulnell	Shanghai
Bramble	river gunboat	710	6	900	Lieut.-Commander E. G. W. Davidson	Hongkong
Bntomar	river gunboat	710	6	900	Lieut.-Commander W. L. Bamber	Yangtze
Cedrus	water tank and tug	1,070	6	1,400	Commander H. du C. Luad	Hongkong
Cherub	water tank and tug	390	—	300	Commander H. D. Vitkin, D.S.O.	Yangtze
Diadem	cruiser, 1st class	11,000	16	16,500	Captain H. W. Savory	en route to Japan
Fame	torpedo boat destroyer	306	6	5,700	Lieut.-Commander Stevenson	Hongkong
Flora	cruiser, 2nd class	4,360	10	7,000	Captain H. Grant-Dalton	Shanghai
Handy	torpedo boat destroyer	275	6	4,000	Lieut.-Commander H. B. Cox	Hongkong
Hart	torpedo boat destroyer	275	6	4,000	Lieut.-Commander Richards	Hongkong
Hecla	special service torpedo-v.	6,400	—	2,400	Captain E. F. B. Charlton	Hongkong
Isis	torpedo boat destroyer	9,800	14	22,000	Lieut.-Commander W. H. Darwall	Hongkong
Janet	cruiser, 1st class	14,100	18	30,000	Captain S. V. V. de Hovey	Singapore
King Alfred	cruiser, 1st class	85	4	1,200	Captain C. F. Thursty	Hongkong
Kinsha	river gunboat	180	2	800	Lieut.-Commander E. V. F. R. Dagmore	West River
Moorehen	river gunboat	350	6	6,300	Lieut.-Commander J. Kiddle	Hongkong
Otter	torpedo boat destroyer	350	6	6,300	Commander C. E. Monro	West River
Roba	surveying-vessel	835	6	650	Lieut.-Commander Robert E. Vaughan	West River
Sandpiper	river gunboat	85	2	240	Lieut.-Commander J. T. Atlay	Yangtze
Snipe	river gunboat	85	2	240	Lieut.-Commander J. T. Atlay	Yangtze
Taku	torpedo boat destroyer	250	6	6,500	In reserve	Hongkong
Tamar	receiving ship	400	2	800	Commodore H. P. Williams	Hongkong
Teal	river gunboat	155	6	6,300	Lieut.-Commander E. Secretan	Yangtze
Virago	torpedo boat destroyer	620	4	450	Lieut.-Commander R. W. Glenie	Hongkong
Waterwitch	surveying ship	350	6	500	Lieut.-Commander G. E. L. Thomas	Hongkong
Whiting	torpedo boat destroyer	195	2	500	Lieut.-Commander G. B. Spicer-Simson	Yangtze
Widgeon	river gunboat	150	2	550	Lieut.-Commander G. J. Todd	Yangtze
Woodcock	river gunboat	150	2	550	Lieut.-Commander Jno. F. Knox	Yangtze
Woodlark	river gunboat	150	2	550		

* Flying Flag of Vice-Admiral Sir Arthur W. Moore, Commander-in-Chief.

HONGKONG.

Alexander, Lady Hollingsworth, Mr. & Mrs.
Anderson, Mrs. K. Mrs.
Baird, Mr. & Mrs. G. Holdsworth, Mrs.
Battiscombe, H. G. Holt, B. G.
Bayly, R. Humphreys, W. M.
Bell, R.N., Engr.-Lieut. Hunter, R.
Birbeck, R. J. Jameson, Mr. and Mrs.
Bisney, Miss J. W.
Bissell, W. S. Johnson, J. R.
Bonarr, Mr. and Mrs. Ker, F.
Borthwick, Mr. & Mrs. Kersey, Mr. and Mrs.
Broughall, L. Keonig, C.
Burnie, C. M

Mails.



THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND
LONDON.

(Through Bills of Lading issued for HATAYIA,
PERSIAN GULF, CONTINENTAL, AMERI-
CAN AND SOUTH AFRICAN PORTS.)

THE Steamship

"DELTA,"
Captain C. L. Daniel, carrying His Majesty's
Mails, will be despatched from this
for BOMBAY, on SATURDAY, the 24th
March, 1906, at Noon, taking Passengers and
Cargo for the above Ports in connection with
the Company's S.S. *Medan*, 9,650 tons, from
Colombo, Passengers' accommodation in which
vessel is secured before departure from Hong-
kong.

Silk and Valuables, all Cargo for France,
and Tea for London (under arrangement) will
be transhipped at Colombo into the Mail
steamer proceeding direct to Marseilles and
London; other Cargo for London, &c., will be
conveyed from Bombay by the R.M.S. *Egypt*,
due in London on the 5th May, 1906.

Parcels will be received at this Office until 4
P.M. the day before sailing. The Contents and
Value of all Packages are required.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 10th March, 1906.

MESSAGERIES MARITIMES FRENCH MAIL STEAMERS.

STEAM FOR SAIGON,
SINGAPORE, BATAVIA,
COLOMBO, INDIA, ADEN,
DJIBOUTI, EGYPT, MAR-
SEILLES, LONDON,
HAVRE, BORDEAUX, MEDITERRANEAN AND
BLACK SEA PORTS.

The S.S. "TONKIN,"
Captain J. Charbonnel, will be despatched for
MARSEILLES on TUESDAY, the 31st
April, at 1 P.M.

This Steamer connects at Colombo with the
Australian line s.s. *Ville de la Ciotat* bound for
Marseilles via Bombay and Aden.

Passage tickets and through Bills of Lading
issued for above ports.

Cargo also booked for principal places in
Europe.

Next sailings will be as follows:—
S.S. *ARMAND BEHIE*, 17th April.
S.S. *ARNEST SIMONS*, 1st May.
S.S. *POLYNESIE*, 15th May.
S.S. *CALEDONNIEN*, 19th May.
S.S. *SALAZIE*, 23rd June.

G. DE CHAMPEAUX,
Agent.

Hongkong, 21st March, 1906.

Intimations.

CUTLER, PALMER & CO.

WINE & SPIRIT MERCHANTS,

OF

LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.

ESTABLISHED 1815.

	Per Case.
BRANDY * * * *	\$22.50
" " " "	20.00
" " " "	16.75
WHISKY, PALL MALL	20.00
" " " "	12.50
JOHN WALKER & SONS' OLD HIGHLAND	10.50
" " " "	10.50
C. P. & CO.'S SPECIAL BLEND	20.00
PORT WINE, INVALIDS	13.75
" " " "	20.00
DOURO	16.00
SHERRY, AMOROSO	40.50
" " " "	
LA TORRE	
BENEDICTINE, D.O.M.	

THE ABOVE EXCLUSIVELY SHIPPED TO

SIEMSEN & CO.,

HONGKONG AGENTS.

Hongkong, 15th November, 1905.

ACHEE & CO.

ESTABLISHED 1859.

FURNITURE,

DEPOT

GENERAL HOUSEHOLD

FOR

REQUISITES.

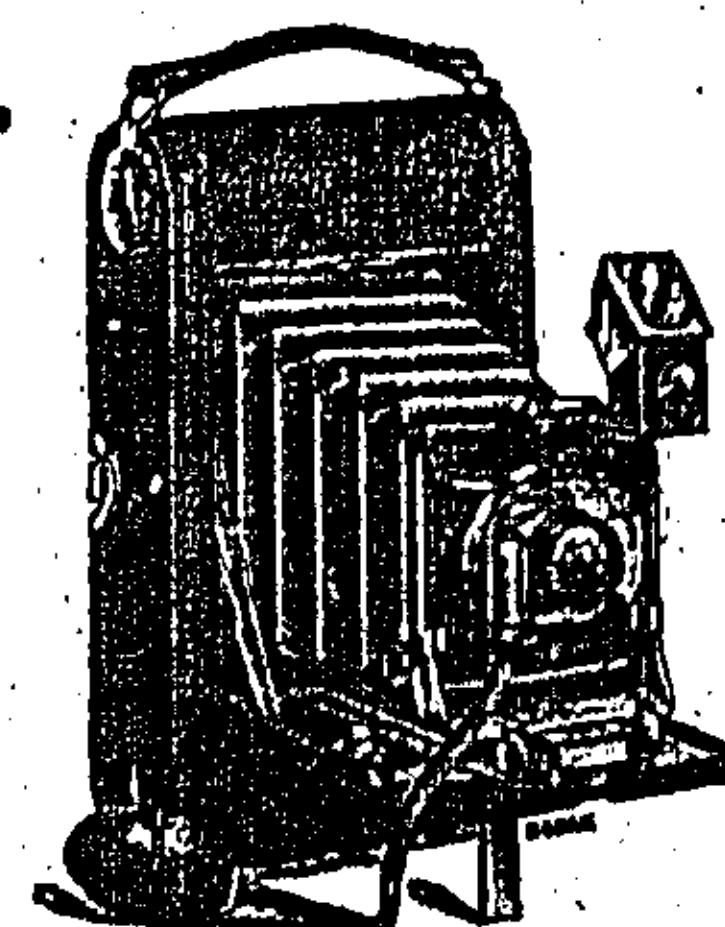
EASTMAN'S

&c., &c., &c.

KODAKS, FILMS,

AND

ACCESSORIES.



Telephone 256.

AMATEUR WORK Receives PROMPT and CAREFUL ATTENTION.
Hongkong, 10th May, 1906.

SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & POTTS. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT. RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	{ \$1,000,000 \$9,500,000 \$250,000 }	\$1,699,777	{ £1 15/- div. and £1 bonus @ ex. 2/09/16 } = \$26.87 for 2nd half-year 1905	5 %	{ \$855 London 289 \$40 buyers }
National Bank of China, Limited	99,925	£7	£5	\$200,000	\$41,768	\$2 (London 3/6) for 1903	..	\$40 buyers
MARINE INSURANCES.								
Dahton Insurance Office, Limited	10,000	\$250	\$50	{ \$1,600,000 \$147,895 \$950,000 \$169,215 \$202,455 \$296,955 }	\$211,540	\$20 for 1904	6 %	\$350 buyers
China Traders' Insurance Company, Limited	24,000	\$83.33	\$25	{ \$1,000,000 Tls. 100,000 Tls. 50,000 }	Nil.	\$44 for year ended 30.4.1905	5 %	\$964
North China Insurance Company, Limited	10,000	£15	£5	{ \$2,000,000 \$40,000 \$331,453 \$1,043,930 \$1,152,364 \$5,890 }	Tls. 302,053	Final of 7/6 making 15/- for 1904	5 1/2 %	Tls. 924
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	{ \$1,000,000 \$229,488 \$2,616 \$1,221,928 }	\$2,339,112	\$40 for 1904	5 %	\$80
Yangtze Insurance Association, Limited	8,000	\$100	\$60	{ \$1,000,000 \$229,488 \$2,616 \$1,221,928 }	\$486,284	\$12 and \$3 special dividend for 1903	7 1/2 %	\$180
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$20	{ \$1,000,000 \$229,488 \$2,616 \$1,221,928 }	\$344,058	\$6 for 1904	7 %	\$85
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	{ \$1,000,000 \$229,488 \$2,616 \$1,221,928 }	\$422,618	\$25 for 1904	8 1/2 %	\$300
SHIPPING.								
China and Manila Steamship Company, Limited	30,000	\$25	\$25	{ \$6,000 \$261,638 \$88,941 \$250,000 \$600,000 \$154,331 \$120,000 }	\$6,563	\$14 for 1905	8 %	\$184
Douglas Steamship Company, Limited	20,000	\$50	\$50	{ \$6,000 \$261,638 \$88,941 \$250,000 \$600,000 \$154,331 \$120,000 }	Nil.	\$34 for year ended 30.6.1905	8 1/2 %	\$40 buyers
Hongkong, Canton & Macao Steamboat Co., Ltd. ...	70,000	\$15	\$15	{ \$6,000 \$261,638 \$88,941 \$250,000 \$600,000 \$154,331 \$120,000 }	\$21,080	\$1 for second half-year 1905	8 1/2 %	\$244
Indo-China Steam Navigation Company, Limited ..	60,000	£10	£10	{ \$6,000 \$261,638 \$88,941 \$250,000 \$600,000 \$154,331 \$120,000 }	\$4,435	12/- @ 1/104 = \$6.29.51 for 1904	6 1/2 %	\$94
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	{ \$6,000 \$261,638 \$88,941 \$250,000 \$600,000 \$154,331 \$120,000 }	Tls. 23,156	{ Final Tls. 3 making Tls. 5 for 1905	8 1/2 %	Tls. 57 sellers
Do. (Preference)	100,000	Tls. 50	Tls. 50	{ \$6,000 \$261,638 \$88,941 \$250,000 \$600,000 \$154,331 \$120,000 }	Tls. 107,815	{ Final Tls. 14 making Tls. 34 for 1905	7 1/2 %	Tls. 48 buyers
"Shell" Transport and Trading Company, Limited ..	2,000,000	£1	£1	{ \$6,000 \$261,638 \$88,941 \$250,000 \$600,000 \$154,331 \$120,000 }	£107,815	1/- (Coupon No. 6) for 1905	4 1/2 %	24/-
"Star" Ferry Company, Limited	{ 10,000 10,000 }	\$10 \$10	\$10 \$5	{ \$6,000 \$261,638 \$88,941 \$250,000 \$600,000 \$154,331 \$120,000 }	\$929	{ \$1.80 \$2.90 } for year ending 30.4.1905	{ 5 1/2 % 4 % }	{ \$32 \$23 }
Straits Steamship Company, Limited	5,000	\$100	\$100	{ \$6,000 \$261,638 \$88,941 \$250,000 \$600,000 \$154,331 \$120,000 }	\$21,231	\$10 for 1904	6 1/2 %	\$150
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	{ \$6,000 \$261,638 \$88,941 \$250,000 \$600,000 \$154,331 \$120,000 }	Tls. 13,013	Final of Tls. 2 making Tls. 4 for 1905	11 %	Tls. 36
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	{ \$850,000 \$450,000 \$86,129 }	\$40,914	Final of \$15 making \$25 for 1905	13 %	\$190 ex div.
Luxon Sugar Refining Company, Limited	7,000	\$100	\$100	{ \$850,000 \$450,000 \$86,129 }	\$85,087	\$3 for 1897	..	\$35 sellers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	{ \$850,000 \$450,000 \$86,129 }	Tls. 3,723	Tls. 24 for year ending 30.9.04	..	Tls. 70
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	{ \$80,000 \$26,011 }	£13,355	Final of 1/- (No. 5)	..	Tls. 9.85
Central Consolidated Mining Company, Limited ..	500,000	G. \$10	G. \$10	{ \$80,000 \$26,011 }	G. \$99,050	Final of 50 cents making G. \$1 for 1905 ..	..	G. \$16
Pauk Australian Gold Mining Company, Limited ..	{ 150,000 50,000 }	£1 £1	18/10 £1	{ \$80,000 \$26,011 }	£8,745	No. 12 of 1/- = 48 cents	..	\$3
DOCKS, WHARVES & GODOWNS.								
Fairham (S. C.) Boyd & Co., Limited	55,200	Tls. 100	Tls. 100	Tls. 1,000,000	Tls. 34,924	Interim of Tls. 4 for year 1905/6	10 %	Tls. 120
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	\$70,000	\$8,915	\$2 on old and \$1 on new for 1905	9 %	\$224
Hongkong & Kowloon Wharf and Godown, Co., Ltd.	40,000	\$50	\$50	{ \$500,000 \$16,160 \$120,000 }	\$20,040	Final of \$34 making \$6 for 1905	6 %	\$101
Hongkong and Whampoa Dock Company, Ltd.	60,000	\$50	\$50	{ \$500,000 \$16,160 \$120,000 }	\$362,232	\$6 for second half-year 1905	8 %	\$153
New Amoy Dock Company, Limited	10,000	\$64	\$64	{ \$500,000 \$16,160 \$120,000 }	\$2,221	\$1 for 1905	6 %	\$17 buyers
Shanghai and Hongkew Wharf Company	32,000	Tls. 100	Tls. 100	{ \$500,000 \$16,160 \$120,000 }	Tls. 10,711	Interim of Tls. 6 for 1905	4 1/2 %	Tls. 222 buyers
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	{ \$500,000 \$16,160 \$120,000 }	Tls. 2,762	Tls. 18 for 1904	8 1/2 %	Tls. 215 buyers
LANDS, HOTELS & BUILDING.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	none	none	First year	..	Tls. 100
Astor House Hotel Company, Limited (Shanghai) ..	30,000	\$25	\$25	{ \$14,516 Tls. 34,000 }	\$9,028	\$24 for year ended 30.6.1905	8 1/2 %	\$30
Astor House Hotel, Limited (Tientsin)	2,000	Tls. 50	Tls. 50	{ \$14,516 Tls. 34,000 }	Tls. 806	Interim of Tls. 5 for year 1905/6	8 %	Tls. 130 buyers
Central Stores, Limited	6,000	\$15	\$12	{ \$14,516 Tls. 34,000 }	none	{ \$2.40 for 1905	15 1/2 %	\$153
Do. (Founders)	123	\$15	\$12	{ \$14,516 Tls. 34,000 }	\$4,719	None	..	\$100
Do. (New Issue)	24,000	\$15	\$12	{ \$14,516 Tls. 34,000 }	\$4,719	Preferential of 7 per cent for 1904	..	\$71
Hongkong Hotel Company, Limited	12,000	\$50	\$50	{ \$648,975 \$24,071 }	1619	\$5 for second half-year 1905	7 1/2 %	\$132
Hongkong Land Investment and Agency Co., Ltd. ...	50,000	\$100	\$100	{ \$250,000 Tls. 24,986 }	\$67,839	Final of \$34 making \$7 for 1905	6 %	\$114
Hotel des Colonies Company, Limited (Shanghai) ..	9,000	Tls. 25	Tls. 25	{ \$250,000 Tls. 24,986 }	Tls. 7,202	Interim of Tls. 1	14 %	Tls. 17
Hotel Metropole Company, Limited	2,000	\$100	\$100	{ \$250,000 Tls. 24,986 }	\$4,699	Final of \$6 making \$10	10 %	\$100
Humphreys Estate & Finance Company, Limited ..	150,000	\$10	\$10	{ \$208,386 \$50,000 }	\$5,070	83 cents for 1905	7 %	\$114
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	{ \$208,386 \$50,000 }	\$574	\$24 for 1905	7 %	\$35 sellers
Shanghai Land Investment Company, Limited	52,000	Tls. 50	Tls. 50	{ Tls. 99,593 Tls. 170,000 }	Tls. 52,194	Final of Tls. 3 making Tls. 6 for 1905	5 1/2 %	Tls. 116 buyers
Tientsin Hotel des Colonies, Limited	1,400	Tls. 50	Tls. 50	{ Tls. 99,593 Tls. 170,000 }	Tls. 474	Final of Tls. 24 making Tls. 5 for 1905	11 %	Tls. 45
Tientsin Land Investment Company, Limited	7,726	Tls. 100	Tls. 100	{ Tls. 99,593 Tls. 170,000 }	Tls. 381	Final of Tls. 5 making Tls. 8 for 1905	7 %	Tls. 114
West Point Building Company, Limited	12,500	\$50	\$50	{ Tls. 99,593 Tls. 170,000 }	\$772	Final of \$1.90 making \$3.65 for 1905	7 %	\$53
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	Tls. 45,939	Tls. 100,000	Tls. 8 for year ended 31.10.1905	12 %	Tls. 671 sales
Hongkong Cotton Spinning, Weaving and Dyeing Co., Limited	125,000	\$10	\$10	\$30,000	\$23,264	\$1 for the year ending 31.7.05	6 %	\$143 sellers
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 103,000	Tls. 18,718	3 % a/c 1898	..	Tls. 604
Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	Tls. 30,763	Tls. 8 for 1905	12 %	Tls. 671 sales
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	Tls. 18,436	Tls. 35,986	Tls. 25 for 1905	10 %	Tls. 250 buyers
MISCELLANEOUS.								
Anglo-German Brewery Company, Limited	4,000	\$100	\$100	none	\$1,066	\$7 for 1905	7 1/2 %	\$95
Bell's Asbestos Eastern Agency, Limited	3,604	12/6	12/6	{ \$734 \$8,000 }	\$770	1/3 per share for 1904	9 %	\$72 buyers
Campbell, Moore & Co., Limited	1,200	\$10	\$10	{ \$734 \$8,000 }	\$1,182	\$3 for 1904	8 1/2 %	\$36
China Borneo Company, Limited	60,000	\$12	\$12	{ \$734 \$8,000 }	Nil.	\$1 for 1904	10 %	\$10 sellers
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	{ \$734 \$8,000 }	Tls. 289	Final of Tls. 5 making Tls. 10 for 1905 ..	12 %	Tls. 85 ex div.
China Light and Power Company, Limited	50,000	\$10	\$10	{ \$734 \$8,000 }	\$3,739	None	..	\$10
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	{ \$734 \$8,000 }	\$1,581	80 cents for 1905	9 %	\$9 sales
Dairy Farm Company, Limited	25,000	\$7 1/2	\$6	{ \$734 \$8,000 }	\$2,664	\$1.20 for year ending 31.7.1905	7 1/2 %	\$16
Green Island Cement Company, Limited	150,000	\$10	\$10	{ \$734 \$8,000 }	\$52,291	\$2 dividend and 50 cents bonus for 1905 ..	8 1/2 %	\$30 buyers
Hall & Holt, Limited	21,000	\$20	\$20	{ \$734 \$8,000 }	\$7,551	Final of \$14 making \$24 for year 29.2.05 ..	11 %	\$221
Hongkong Electric Company, Limited	30,000	\$10	\$10	{ \$734 \$8,000 }	\$2,151	{ \$1.00 50 cents } for year ending 30.4.1905	{ 6 % .. }	{ \$16 \$16 }
Hongkong High-Level Tramways Company, Ltd.	30,000	\$10	\$10	{ \$734 \$8,000 }	\$2,796	\$15 for year ending 30.11.1904	7 %	\$215 buyers
Hongkong Ice Company, Limited	1,250	\$100	\$100	{ \$734 \$8,000 }	\$2,776	Final of \$15 making \$19 for 1905	8 %	\$235 buyers
Hongkong Rope Manufacturing Company, Ltd.	5,000	\$25	\$25	{ \$734 \$8,000 }	\$5,813	\$9 for 1905	6 1/2 %	\$143
Hongkong Steam Waterboat Company, Limited	10,000	\$10	\$10	{ \$734 \$8,000 }	\$88	Final of 50 cents making \$1 for the year ..	10 %	\$10 sellers
Lane, Crawford & Co., Limited (Shanghai) ..	15,000	\$10	\$10	{ \$734 \$8,000 }	\$31,582	Interim of \$5 for 1905	9 1/2 %	\$145 buyers
Maatschappij tot Mijn. Bosch en Landbouwenx- plooiatie in Langkat, Limited	25,000	Gs. 100	Gs. 100	{ Tls. 528,210 Tls. 19,465 }	Tls. 35,849	first interim of Tls. 71 paid 15.3.06 account 1906	10 %	Tls. 227 buyers
Mondon (E. L.) Limited	7,000	Tls. 50	Tls. 50	{ Tls. 528,210 Tls. 19,465 }	Dr. Tls. 117,638	Tls. 5 for 1902	..	Tls. 25
Philippine Company, Limited	67,500	\$10	\$10	{ Tls. 528,210 Tls. 19,465 }	Dr. P. 34,324	None	..	\$51
Shanghai & Hongkong Dyeing and Cleaning Co., Ltd.	1,200	\$50	\$50	{ Tls. 528,210 Tls. 19,465 }	Dr. \$16,455	None	..	\$50
Shanghai Gas Company, Limited	16,000	Tls. 50	Tls. 50	{ Tls. 528,210 Tls. 19,465 }	Tls. 11,017	{ Tls. 84 1905	6 1/2 %	Tls. 124
Shanghai Horse Bazaar Company, Limited	5,400	Tls. 50	Tls. 50	{ Tls. 528,210 Tls. 19,465 }	Tls. 9,751	Tls. 6 for 1904	9 %	Tls. 674
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	{ Tls. 528,210 Tls. 19,465 }	Tls. 2,753	Final of Tls. 8 making Tls. 14 for 1905 ..	9 %	Tls. 152
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	{ Tls. 528,210 Tls. 19,465 }	Tls. 1,452	Final of Tls. 3 making Tls. 5 for 1905	9 %	Tls. 56
Shanghai Waterworks Company, Limited	{ 7,200 7,200 }	{ £20 £20 }	{ £20 £20 }	{ Tls. 528,210 Tls. 19,465 }	Tls. 17,220	{ Interim of 15/- for 1905	..	{ Tls. 510 cum nov Tls. 170 buyers }
South China Morning Post, Limited	6,000	\$25	\$25	{ Tls. 528,210 Tls. 19,465 }	Dr. \$5,068	None	..	\$20
Steam Laundry Company, Limited	20,000	\$5	\$5	{ Tls. 528,210 Tls. 19,465 }	\$1,134	50 cents for year ended 31.3.05	8 1/2 %	\$5
Straits Ice Company, Limited	2,000	\$100	\$100	{ Tls. 528,210 Tls. 19,465 }	\$700	\$5 for 1905	..	\$160 buyers
Tientsin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	{ Tls. 528,210 Tls. 19,465 }	Tls. 1,012	Final of Tls. 41 making Tls. 84 for 1904/5 ..	7 1/2 %	Tls. 110
United Albestos Oriental Agency, Limited	9,900	\$10	\$4	{ Tls. 528,210 Tls. 19,465 }	\$551	{ 80 cents \$19.80 } for year ended 31.5.1905	{ 9 % 11 % }	{ \$9 \$180 }
Do. (Founders)	100	\$10	\$10	{ Tls. 528,210 Tls. 19,465 }	\$6,096	Interim of 50 cents for 1905	7 1/2 %	\$13
Watson, (A. S.) & Co., Limited	90,000	\$10	\$10	{ Tls. 528,210 Tls. 19,465 }	\$676	Final of 70 cts making \$1.20 for year 1904/05 ..	10 1/2 %	\$11 buyers
William Powell, Limited	14,000	\$10	\$10	{ Tls. 528,210 Tls. 19,465 }	\$4,500	..	..	..